

'All Friendliness Will Cease Tomorrow'

By CADET CHRIS KASSELDER
Nebraska Wing

WASECA, Minn.—After having been accepted to attend the solo encampment, I arrived in Waseca on July 22. The first place we went after our arrival was to the Waseca Municipal Airport where we were introduced to the encampment commander, Maj. Jim Bates.

We were invited to look around the field and at the airplanes we would be flying. We were also assured that "all friendliness will cease tomorrow."

Altogether, there were 13 CAP cadets and about seven certified flight instructors on hand for the opening day of encampment. After a Friday night briefing,

we cadets were up and ready to fly at 0700 on Saturday morning.

To open the day, we were given from 0700 until 0800 to dress, clean up and eat breakfast in the University of Minnesota-Waseca cafeteria. At 0800, we would board the bus to proceed to the Waseca Airport.

Upon our arrival, we conducted the flag-

raising ceremony and received our morning briefing from Maj. Bates. Immediately following the briefing, the scheduled flight of cadets would go to their assigned instructors and aircraft while the other flight would go to the terminal to receive their ground school instruction.

At about 1000 hours, the flight receiving

flight training would go to ground school and the other flight would go to their airplanes. When 1200 rolled around, we would all board the bus to take us back to the cafeteria to eat dinner.

After dinner, we would go through the same schedule as in the morning (excluding the flag-raising, of course) until 1630 when we would lower the flag and board the bus to take us back to the dorms for a night of free time until 2200.

This same schedule of events was followed every day until Friday the 29th when we had the traditional shirttail cutting ceremonies.

(See SOLO, Page 2)

Editor's Note

(Two Nebraska Wing cadets, Steve Lewis and Chris Kassel, were selected to attend the North Central Region Solo Flying Encampment this past summer at Waseca, Minn. Both are members of the Custer Comp. Sq. at Broken Bow, Neb. Upon their return home, both wrote accounts of their stay at the encampment. Both are very interesting and both tell what it was like better than we could. But we cannot publish both of them, so we have chosen to print this account by Cadet Kassel.)

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CIVIL AIR PATROL



NEWS



NO. 10

MAXWELL AFB, ALA. 36112

OCTOBER 1977

Recognition Scheduled For Brewer Winners

ATLANTA, Ga. — Civil Air Patrol will honor two 1977 winners of the Frank G. Brewer-CAP Memorial Aerospace

Award in October here at the annual meeting of the National Board.

The two are: CAP Capt. Jule Zumwalt, director of Aerospace Education for the California Wing, winner in the senior member category; and the Air Force Association of Colorado, winner in the organization-individual category.

No award will be made this year in the CAP cadet category.

The award, consisting of an engraved plaque, commemorates the late Frank G. Brewer, a Birmingham, Ala., trucking firm executive, for his lifelong interest in aviation, youth and education. To win the award, nominees "must have made an unselfish, outstanding contribution to aerospace (aviation) or must have encouraged others to do so."

Capt. Zumwalt is a junior high school teacher who teaches elective courses in beginning and advanced aerospace subjects. She

organized and taught the first California Wing Aerospace Education School in February of this year and compiled and published a book which is a guide to Aerospace Education publications, teaching materials, etc.

The Air Force Association of Colorado has co-sponsored aerospace education workshops in Colorado for 22 years. The association extends financial support to CAP units in the areas of flight training, scholarships

(See BREWER, Page 2)

Minnesota Wing Adds Two Saves

MAXWELL AFB, Ala. — Civil Air Patrol's Minnesota Wing added two more in late August to the organization's growing list of lives saved in 1977.

A mother and daughter from Wildwood Bay, Minn., became the latest recipients of CAP's life-saving efforts after they became lost while exploring outlying areas of the Wildwood Bay resort area.

Thirty minutes after being notified of the emergency situation by the local sheriff, the Minnesota Wing had three aircraft in the air. Approximately 15 minutes later, a CAP aircrew spotted the mother and daughter in the swamps southwest of the resort.

The local sheriff's department used an all-terrain vehicle to return the survivors to the resort. They were listed in good condition.

The latest two saves bring to 37 the number of persons in desperate need to whom CAP has brought help this year. This is three more than was recorded in all of 1976.



CRASH PROBE—FAA representative Al Hunt, left, gives detailed instructions to CAP cadets who assisted recently in the investigation of a fatal crash in Michigan. The cadets, all members of Michigan Wing Group XII, helped remove victims from the wreckage, guarded the site, and aided the FAA accident investigator. The cadets in the photo are, from left, Dennis D. Kaip, Kevin Nietzke and James Hubanks.

'78 Aerospace Ed Congress Scheduled

DALLAS, Tex.—The 1978 National Congress on Aerospace Education is scheduled for April 5-8 here at the Dallas-Hilton Hotel.

This annual congress, the only national aerospace education leadership meeting held in America, is co-sponsored by Civil Air Patrol, the Federal Aviation Administration, the National Aeronautics and Space Administration and the National Aerospace Education Association and attracts aerospace educators, speakers and aviation-aerospace personalities from the worldwide aerospace community.

Dedicated solely to the field of

aerospace education, it provides educators with a favorable climate for gaining an awareness of the new developments, advances in technology and innovative techniques which are occurring daily in this challenging field.

This congress also serves as a promotional vehicle to establish aerospace education as an important element of the curriculum in the nation's schools and to develop leaders in aerospace education at the grass roots level — those people who can spread the gospel of aerospace education throughout

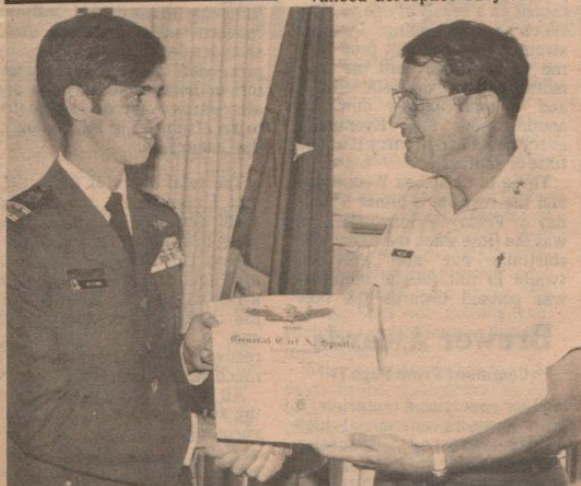
(See AEROSPACE, Page 2)

NOTICE!

ATLANTA, Ga.—Those attending the National Board meeting here this month should be aware that the name of Cain Street, on which the Marriott Motor Hotel (headquarters for the meeting) is located has recently been changed.

The new name is INTERNATIONAL BOULEVARD and street signs have also been changed to show the new name. Those driving from the south should look for the International Boulevard exit from the Interstate instead of Cain Street.

For those driving from the north, the exit to use is the Courtland Street exit.



AWARD—CAP Cadet Kent D. Hiestand, left, accepts Spaatz Award Certificate from Ch. (Maj. Gen.) Henry J. Meade, Air Force Chief of Chaplains, in ceremony at Bolling AFB, D.C. (See Story, Page 2.)

Zack Mosley Picked For AOPA Award

HOLLYWOOD, Fla. — The Aircraft Owners and Pilots Association (AOPA) has

Aerospace Ed Meet Scheduled

(Continued From Page 1)

the crossroads and community. The theme for the 1978 congress will be "Leadership, Education, Aerospace and the Future (LEAF)" — and the program will be an in-depth, motivational, informative one. Attendees will hear speakers such as William "Bill" Magruder, executive vice president of Piedmont Airlines; Prof. George Walter of Lawrence University; and Harold Pluimer, a former regional director of aerospace education for CAP and now a freelance writer and speaker.

The congress will also feature a heritage segment led by Paul Garber of the Smithsonian Institution and including some famous old-timers in the field of aerospace, as well as the National Aerospace Education Association's Hall of Honor ceremony.

In addition, a "Mini Congress '78" will be presented next year. This one-day program is designed to present a group of 500 educators from the Dallas-Fort Worth area with an exciting glimpse into the aerospace world.

CAP members involved in aerospace education at all levels are urged to attend. All CAP wing headquarters, liaison region commanders and liaison region directors of aerospace education will have registration forms.

Anyone interested in attending the 1978 National Congress on Aerospace Education should contact one of those sources for further information and registration forms.

selected CAP Col. Zack Mosley, creator of the adventure comic strip "Smilin' Jack" and longtime supporter of general aviation, to receive the organization's Laurence P. Sharples Award for 1977.

Col. Mosley, a charter member of Civil Air Patrol, will receive the award Oct. 22 here at AOPA's "Industry Exhibit and Plantation Party."

According to John L. Baker, AOPA president, the award will be presented in recognition of the "more than four decades in which Mr. Mosley brought general aviation into millions of homes through the popular cartoon strip."

Baker also cited Col. Mosley's work with Civil Air Patrol as a

reason for his being selected to receive this year's award. Zack helped found Civil Air Patrol and flew coastal patrol duty with the Florida Wing during World War II. He later served as wing commander.

He began the "Smilin' Jack" adventure strip in 1933, the same year he began taking flying lessons. Col. Mosley earned a pilot license two years later, and the aviation-oriented cartoon strip continued for 40 years, syndicated to hundreds of newspapers. It was retired in 1973.

The AOPA established the Sharples Award four years ago in memory of the association's founding chairman. Presented annually, it carries a \$1,000 honorarium.

Chief of Chaplains Makes Presentation

BOLLING AFB, D.C. — Ch. (Maj. Gen.) Henry J. Meade, Air Force Chief of Chaplains,

See Photo, Page 1

presented Civil Air Patrol's Gen. Carl A. Spaatz Award to CAP Cadet Kent D. Hiestand in a colorful ceremony here in late August.

Cadet Hiestand, the son of Mr. and Mrs. Harry E. Hiestand of Hockessin, Del., is a member of the New Castle (Del.) Cadet Sq. He has been a CAP member since 1973.

The prestigious Spaatz Award, highest which can be earned in CAP's Cadet Program, is always presented by a general officer, an elected state or federal official, or by a cabinet-level official. The award signifies completion of the Cadet Program and carries with it an automatic promotion to cadet colonel.

Cadet Hiestand is a sophomore at Colorado University, studying mechanical engineering. He has a four-year Air Force Reserve

Officers Training Corps scholarship and expects to serve as an Air Force navigator after graduation. He currently plans to make a career of the Air Force.

During his four years with Civil Air Patrol, Cadet Hiestand earned both a private pilot license and a glider license. In 1975, he participated in the International Air Cadet Exchange program by travelling to Germany under CAP sponsorship. He is also a graduate of the Air Force Academy Survival Course, sponsored each summer for CAP cadets by Civil Air Patrol.

Solo Flying Encampment Draws Praise From Cadet

(Continued From Page 1)

We cadets felt ourselves very fortunate to have good weather the entire week and excellent training under top-notch flight instructors who were very thorough and patient. The minimum allowable dual time before solo in Minnesota is eight hours and the instructors had agreed not to solo anyone before Wednesday afternoon.

By Tuesday night, I had become completely confident in my flying, yet I was still having some trouble with my landings. After reading the section on landings several times that night, Wednesday morning saw me make some pretty good landings.

So, after eight hours of instruction in such elements of flying as stalls and recovery, takeoffs and landings, emergency landing procedures, ground reference maneuvers, slow flight, slips, spirals, steep turns and many, many others, I was found competent to solo Wednesday afternoon by my instructor.

I was found guilty of one mistake in my solo and that was failure to put the flaps back up after my final landing. Because



BEST CADET—Air Force Col. Donald B. Zook, right, from CAP National Headquarters, Maxwell AFB, Ala., congratulates Cadet Jack Conley and presents him with trophy for being selected Best First Year Cadet at the North Central Region Cadet Leadership School. The school was held this summer at Kemper Military Academy, Boonville, Mo. Cadet Conley is a member of the St. Charles Cadet Sq. (Missouri Wing). The next cadet in line, Vernon Lee Martin Jr., was named Outstanding Drill Cadet. (Photo by 1st Lt. Dorys L. Hollandsworth)

of this mistake, I was awarded the E. J. Block (one of the instructors) Travelling Boo-Boo Award which was a gold-painted propeller with both of the tips curled as a result of one of Maj. Block's poorer landings. I was instructed to carry that prop with me at all times until the next morning when I was relieved of it and it was handed down to another poor fool. Eventually every cadet had to carry it at one time or another.

Three of us soloed Wednesday and the rest did it either Thursday or Friday. Friday afternoon was the time when we all had our shirttails cut and everyone (while in full fatigue uniform) was pointed towards the lake

where the ceremonies took place and given the command, "Forward, march!"

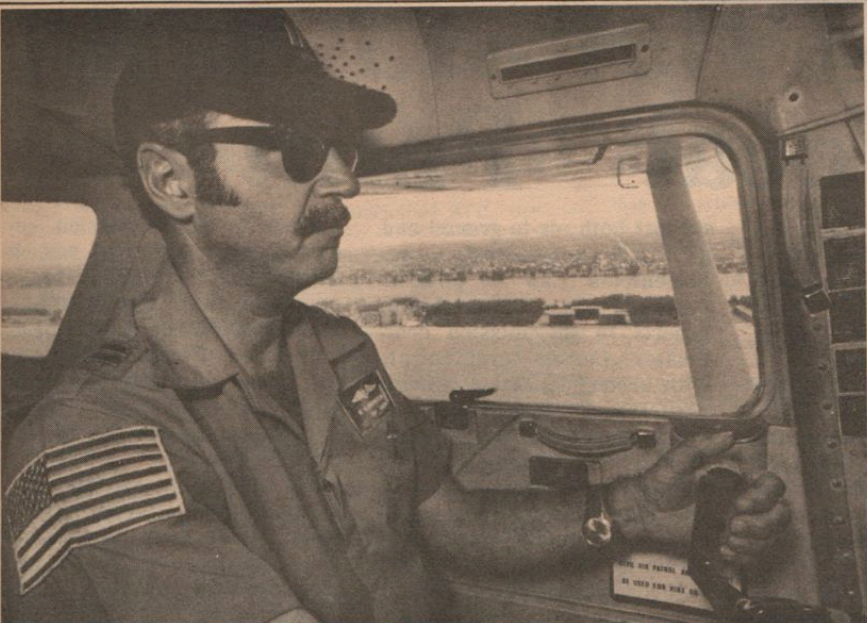
We all marched straight out into the lake with Maj. Bates following close behind until we reached water that was about shoulder-deep. At this time, we proceeded to throw the instructors in the water, one by one, and afterwards everyone was treated to an afternoon of swimming at the Country Club.

The total hours of flight time that I received at the encampment were 11.6, with 9.6 of these being in a Cessna 150 and two in a Cessna 172. We were given rides and flight time (one-half hour) in a T-34 trianar. My instructor put me through three alleron rolls and a spin to demonstrate recovery methods and to see how much my stomach could take.

All in all, I had a great time at the solo encampment and would encourage any cadet interested in flying to look into this opportunity. Thanks to the efforts of Col. Keith Glaze (Lt. Col. Lester K. Glaze of the Custer Comp. Sq., Nebraska Wing), Cadet Steve Lewis and I now have our long waited-for wings.



RADIO TRAFFIC—Cadets Edward Fisher, standing, and Michael Leone, members of the Okinawa Cadet Sq., listen to radio calls on a simulator used by the Air Force's 67th Tactical Fighter Sq., a part of the Pacific Air Forces. Members of the CAP unit spent a day touring facilities used by the 67th. The Okinawa Cadet Sq., located at Kadena AB on the Japanese island of Okinawa, is the only CAP unit located on foreign soil.



SUNDOWN PATROL—Capt. Warren Bernstein, comander of the Palm Beach Senior Sq. (Florida Wing), pilots Cessna 150 on one of Civil Air Patrol's "Sundown Patrols." The squadron flies the patrol each weekend from Hobe Sound to Boca Raton on the Atlantic Coast of Florida, looking for boaters in trouble and needing help. "It's amazing," Capt. Bernstein said. "You can have a boat in trouble a mile offshore and nobody will know about it." The "Sundown Patrols" are not difficult missions, squadron members say. (Photo courtesy of Palm Beach Post)

CAP Patrol Aids Two Boats

SALEM, Mass. — The sundown patrol (reported in the August edition of Civil Air Patrol News), which the Salem Comp. Sq. (Massachusetts Wing) has been flying this summer in cooperation with the Northeast Surf Patrol, has paid off here in this popular boating area.

In late July, the patrol brought help to two vessels in distress in the area, both within minutes of each other.

The first involved the 36-foot yacht, "Orndeen," reported to be taking on water four miles south of Baker's Island. The CAP plane flew to the area, located the yacht and directed another boat to its rescue. The plane then brought a police boat which pumped out the distressed vessel and towed in to port.

A short time later, the plane was notified of another vessel in distress, the 24-foot yacht, "Ex-

pectation," which had suffered engine failure. The plane failed to find the vessel at the indicated spot, but widened the search and found it a short time later. The plane then directed a Coast Guard cutter to the scene.

Crew of the CAP plane which brought help to the two vessels consisted of Capt. Richard Shafner, the pilot, and SM George Villancourt, observer and radio operator.

Wing Supports Public TV Fund Raiser

By CAPT. PHIL McLENDON
Georgia Wing IO

ATLANTA, Ga. — WETV, Channel 30, is Atlanta's public, non-commercial television station. Like most other public television stations around the country, WETV calls on viewers three times a year to provide financial support for community programming.

This is done in the form of a telethon, an effort that is supported by the Georgia Wing of Civil Air Patrol.

Under the coordination of Capt. Phil McLendon, wing information officer, the cadets of

the Dobbins Cadet Sq., supplemented by cadets from other Atlanta squadrons, have participated in all of WETV's fund-raising drives. Their duties have included answering phone calls, taking pledge information, and processing membership applications. When the incoming calls slow down, the cadets start calling their friends to get them to make pledges. This effort has always made the segment they manned the top one of the telethon.

Jil Slavin, coordinator of Development at WETV, has been very impressed with the

cadets' work. When Capt. McLendon first contacted her to offer Civil Air Patrol's assistance, she was concerned about teenagers being able to do the job. Since the first time, however, CAP is the first group she contacts for volunteers.

"Their training makes them particularly good," she says. "The cadets' discipline adds to their ability to follow directions carefully, and they are extremely polite and have demonstrated good communications skills." She added, however, that "they are also Cookie Monsters of the highest order!" Jokingly, she

Hudson Patrols Aid River Boating Safety

MONTGOMERY, N.Y. — Members of Civil Air Patrol in this area of New York state assisted the Coast Guard Auxiliary through the summer in promoting boating safety in assigned areas along the Hudson River.

CAP flew a Sundown Patrol each Saturday and Sunday from 6 p.m. to 8 p.m. during the months of July and August.

The flights began at Orange County Airport, then to Beaver Dam Lake, Cornwall, then south on the Hudson River to Verplank. The aircraft then turned north on the Hudson and continued to Ulster Landing, then south again on the river to Danskammer Steam Station,

then to Stewart Airport for refueling and return to Orange County Airport.

Minimum altitude for the flight was 500 feet except at Verplank and above the river bridges. Weather minimums were adhered to.

Object of the flights was to look for boats or persons in distress in the water. Oil slicks, fires, and any unusual situations were observed and reported. U.S. Geological Survey maps were used in identifying the areas of the sightings. Radio communications were maintained with the CAP base at Orange County Airport from where the information was relayed to the Coast Guard Auxiliary.

Kentucky Holds Clinic

BARDSTOWN, Ky. — The Lebanon-Springfield Comp. Sq. (Kentucky Wing) hosted a Kentucky Wing-sponsored flight clinic recently at the Lebanon-Springfield Airport.

Forty-one CAP members from across the state participated in the flight clinic.

WLBK radio covered the Saturday portion of the clinic and a television crew from Channel 32 in Louisville was on hand Sunday. This news coverage was a great boost in the already high enthusiasm of the CAP members.

Ground school was conducted on Saturday. Due to the number of participants, double sessions were necessary. Air Force personnel were also on hand to review the activity.

Sunday was again an active day with 35 members present. A total of 48 flights were made dur-

ing the two days, using six CAP aircraft.

Sunday was devoted entirely to flight time for both pilots and observers. This training involved radio communications and flying grid search patterns to find a target in Casey County.

South Carolina Sponsors Two Clinics for Pilots

COLUMBIA, S.C. — The South Carolina Wing recently held two of its semi-annual Pilot Upgrading Clinics. One was held here at Owens Field, the other at Monks Corner, S.C., Airport.

The clinics involved classroom work as well as proficiency flights.

In Columbia, the morning hours were filled with instruction. Among those assisting with the instruction were Frank Kelly, Federal Aviation Administration accident prevention specialist; John Pervis, meteorologist in charge of the U.S. Weather Service office; and Tom Wilson, deputy chief of the Columbia air traffic control tower.

After a brief lunch, the pilots returned to the airports to make their flights with FAA certified flight instructors who are also members of Civil Air Patrol. They used the South Carolina Wing's Cessna 172s for the flights.

SMILIN' JACKS

59

AERO-ASTRO ANSWERS

MISS S.S. SUE YOU SAY THAT PLANE WAS A MYSTERY LIKE MY FEATHERLESS CHICKEN IS A MYSTERY?

1

FLYIN' FACTS

2

NOT EXACTLY, FAT STUFF, BUT THE MAN WHO DESIGNED AND FLEW IT WAS A GENIUS AND A MAN OF MYSTERY!

3

ON SEPT. 13, 1935 THAT HOWARD HUGHES RACER SET A WORLD'S SPEED RECORD FOR LAND PLANES!

4

IT FLEW AT 352.4 M.P.H. AND WAS POWERED BY A 1000 H.P. TWIN WASP JR. ENGINE!

CLIP FOR REFERENCE

50

WHO MADE THE FIRST NON-STOP FLIGHT FROM NEW YORK TO GERMANY, WHEN AND IN WHAT?

ASKED BY MARCELLA NELSON TOWER, MINN.

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Executive Director's Comments

The Focal Point

By CARL S. MILLER
Brigadier General, USAF
Executive Director

One of the Civil Air Patrol's original founding blocks and currently one of its three missions is the providing of emergency services. In the ongoing corporate aircraft fleet upgrade program, we must insure that replacement aircraft requested fulfill missions needs in performance, versatility and equipment.



Many factors should be weighed prior to aircraft selection, such as: aircraft useful load, endurance, normal operating altitudes, suitability as a search platform, its capability as a unit transportation resource, and capability to support orientation and instruction programs.

Also, operations and maintenance officers must work

together to insure that the assigned aircraft and all installed equipment are reliably maintained and efficiently used. Pilots must be skilled, capable and current.

In this vein, the current rules and regulations on flight management are not designed as restrictions but are intended to insure that when called upon, mission crew members can safely and proficiently execute their duties.

During an emergency mission, time is always of the essence. It cannot be wasted by a noncurrent pilot refamiliarizing himself with his machine and his procedures. Active, aggressive flight programs that are well-planned and closely supervised are essential for a quality product.

Similarly, the best communications equipment available is useless on an emergency mission unless you can talk to whom you want when you want. Power output, operating frequencies, mobility—all must be compatible with requirements.

CAP communications must

support both air-to-ground and ground-to-ground requirements. Can the pilot instantly relay his airborne reports to the mission coordinator? Can he communicate with ground teams to provide directions? The selection, procurement and use of communications equipment must be based upon a comprehensive unit plan to create a reliable, effective network that meets all needs.

Successful mission execution is not possible without the immeasurable support of senior members and cadets in their complementing fields of endeavor that range from manning ground search teams to performing administrative duties. To insure that your unit can perform when called upon, emphasis must be placed upon increasingly higher standards, qualifying personnel in more than one duty area and stressing professionalism throughout.

To assist CAP wings in molding their organizational structures and developing procedures and individual ex-

pertise to meet mission requirements, practice search and rescue and civil defense exercises, and annual effectiveness evaluations have been authorized. Financial support for these activities has been approved in the form of reimbursement for designated expenditures.

To obtain maximum accomplishment during these tests requires an aggressive program that includes established goals, detailed planning and execution with as much realism as possible. The practice mission as well as the emergency mission must develop a "oneness" of attitude with the unit becoming a single team and not separate parts.

Finally, your unit's capabilities must be known to all potential users. Contacts must be made with state emergency services agencies, communities, local hospitals and other organizations to make them aware of your availability to work for or with them when the need arises, never forgetting that the goal is "to serve as one."

Illinois Sponsors Women Pilots in Air Derby

CHICAGO — CAP's Illinois Wing sponsored Maj. Diane Cozzi, wing director of Aerospace

Education, and her partner, Gail LaPook, recently in the 8th annual Illi-Nines Air Derby.

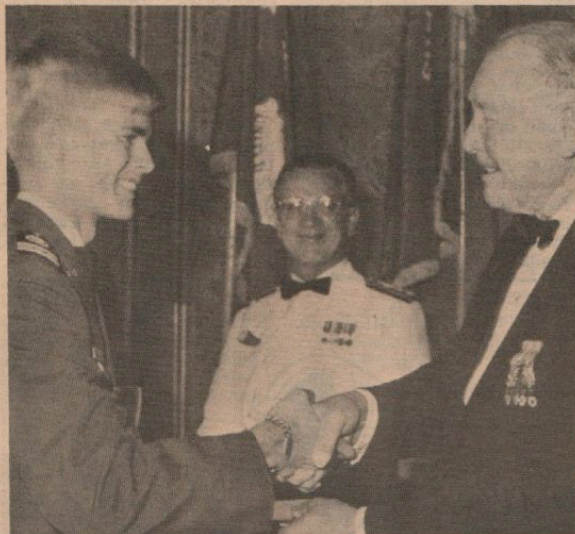
The race, which is conducted by the three Illinois chapters of the Ninety-nines, is open to both men and women and had 53 entries, some from as far away as California.

The 250-mile round-robin course is kept secret until all

planes are impounded the day before the race so that speed and proficiency, the two race categories, can be fairly tested. Object of the speed category is to achieve the highest percentage over the listed handicap for your plane.

Maj. Cozzi and her partner, both members of the Chicago Area chapter of the Ninety-nines, won second place in the speed category and received beautiful trophies plus \$200 in cash. They flew a Cessna 177 Cardinal with the insignia of the Illinois Wing of CAP on the side.

The Illinois Wing would like to encourage participation in events such as this which promote flying safety and proficiency.



FLIGHT SCHOLARSHIP—The Order of Daedalians, a national fraternity of military pilots, recently awarded \$1,000 flight scholarships to two Civil Air Patrol cadets, Cadet John H. Abegg of the Clinton-Scott Comp. Sq. (Illinois Wing) and Cadet Paul J. Monarski of the New Castle Cadet Sq. (Delaware Wing). The awards were made in Denver at the organization's annual awards banquet. In photo, Cadet Monarski, left, accepts the award from Gen. (Ret.) Otto P. Weyland, USAF.

New Wing Commanders Are Listed

MAXWELL AFB, Ala.—Appointment of three new wing commanders was announced recently by officials here at National Headquarters. All wing commanders are appointed by the National Executive Committee.

The three are:

—Lt. Col. Thomas M. May, Arizona Wing, replacing Col. Alan B. Thomas, effective July 4, 1977;

—Lt. Col. Richard L. Leali, Florida Wing, replacing Col. Henri P. Casenove, effective July 31, 1977; and

—Lt. Col. George O. Compton, South Carolina Wing, replacing Col. Douglas T. Abercrombie, effective Sept. 1, 1977.

All new wing commanders serve as interim commanders until they are confirmed as permanent by the NEC.

In proficiency, the aim is to come as close to your estimated time and fuel consumption as possible. Naturally, any navigational errors hurt your score.



CIVIL AIR PATROL NEWS

National Commander.....Brig. Gen. Thomas C. Casaday, CAP
Executive Director.....Brig. Gen. Carl S. Miller, USAF
Director of Information.....Lt. Col. Herbert A. Babb, USAF
Editor.....TSgt. Hugh Borg

Civil Air Patrol News is an official publication of Civil Air Patrol, a private benevolent corporation which is also an auxiliary of the United States Air Force. It is published monthly at Headquarters, Civil Air Patrol-U.S. Air Force/OI, Building 714, Maxwell AFB, Ala. 36112.

Opinions expressed herein do not necessarily represent those of the U.S. Air Force or any of its departments, nor of the Civil Air Patrol Corporation.

Editorial copy should be sent to: HQ, CAP-USAF/OIIN, Editor, Civil Air Patrol News, Maxwell AFB, Ala. 36112.

Civil Air Patrol News does not publish any commercial advertising. However, it does publish official notices from its own Education Materials Center (Bookstore) and CAP Supply Depot.

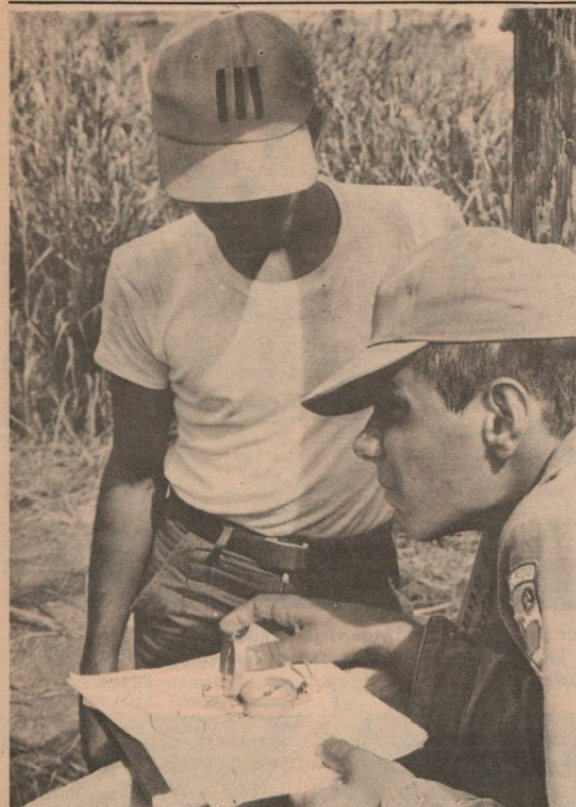
Published by mail subscription at \$2 per year. Civil Air Patrol membership includes subscription dues.

Second class postage paid at Montgomery, Ala. 36104.

Postmaster: Please send Form 3579 to HQ, CAP-USAF/DPD, Maxwell AFB, Ala. 36112.

VOLUME 9, NO. 10

OCTOBER 1977



NAVIGATION—Cadets Alan Cacho and Ramon Ortiz get an azimuth on the land navigation course. (Photo by Maj. Ernesto Cortes)



WATER RESCUE—CAP Cadet Luis A. Soto jumps into the water to rescue a crash victim at sea, simulated by Cadet Antonio L. Gonzalez. (Photos by Maj. Ernesto Cortes)

Trainees Not Likely To Forget Ranger School In Puerto Rico

PUNTA PUERCA, Puerto Rico — The 181 cadets and seniors who attended the 1977 Ranger Training School at Roosevelt Roads Naval Air Station this past summer are not

likely to forget their unique experiences very soon.

The Puerto Rico Wing Ranger School is now in its seventh year. This year, as last, the school had visitors from the mainland — 1st

Lt. John and Donna Designano, both members of the New York Wing. They served as medical officers during the school.

All cadets in the school were assigned to one of the six training squadrons according to their interest and experience. They received extensive training in woodsman'ship, land navigation, crash site procedures, communications, first aid, survival, rappelling, search techniques and moral leadership.

The school ran smoothly all nine days that it lasted, with sunny days and clear nights.

Maj. Bartolo Ortiz, the school commander, was very pleased with the way the cadets performed their duties all through the Ranger training. For next year, he expects more participants from the mainland.

All of this would not have been possible without the help that the Puerto Rico Wing received from Navy personnel at the naval air station and through the use of the land.

Cadets Set Solo As Goal

By **CADET FRANCES A NELSON**
Ewa Beach Comp. Sq.

DILLINGHAM AIRFIELD, Hawaii—The sun is just beginning to light the horizon on the northwest tip of Oahu, and the cadets of CAP's 1977 Flying Seminar here are already up, getting ready for another day of flying.

Uniforms are being straightened, the barracks are being readied for inspection, and cadets, senior members, and pilots are lining up for chow in the mess hall. Out on the airfield, a group of cadets are preparing the glider, a Schweitzer 2-33. Before 7 a.m., they are ready for the first flight of the day.

The glider students receive training with instructors Chip Rohrer, Bob Lee, and Reed Rohrer. Students must learn to master seven skills—altitude, attitude, airspeed, tow, landings, ridge soaring, and emergency situations. It takes a lot of work for both instructors and students.

Power cadets have it even tougher. Power students, some with previous glider experience, attend ground school classes each morning under the instruction of Navy Comdr. David Luehring, certified flight instructor as well as executive officer at Barber's Point NAS. The theories of flight, weather, navigation and other aspects of aviation are covered. Actual flight training begins at 10 a.m. Students undergo intensive training in either a Cessna 150 or 172 under one of the certified flight instructors—Cmdr. Luehring, Maj. David Pospisil, Steve Chock or Terry Moxie.

At some time during the 14

days, when a student pilot has proven himself capable of taking on the responsibility of handling an airplane or glider, he reaches the goal that Lt. Col. Richard B. Fry, encampment commander, has set forth for all cadets—to solo!

At this year's annual encampment, there were 38 cadets—24 glider students and 14 power students.

It is amazing that the cadets, 14 to 18 years of age, can be given instruction for only two weeks before they are able to solo. Soloing is the first major step in obtaining a private pilot license. It is at this point that a student learns to make his own decision, based on proper knowledge instilled by flight instructors. The instructors take off two weeks from their jobs or as vacation time each to instruct cadets at the flying encampment.



trees
are part of Nature's snow job.
They guard the fallen snow,
prolonging its life, and send
its moisture down the valleys
a little at a time.

...only you can prevent forest fires.

Col. Fry and Cadet Commander John Coubrough work with the staff and cadets to produce "the safest and most successful flying encampment ever." As with other Civil Air Patrol activities, safety is a major concern, especially on the flightline. Cadets are taught proper ground crewing and care of sailplanes and power planes, and safety is stressed at all times. Bedtime is early—a tired pilot is a dangerous pilot.

Out on the ridge the winds are blowing steadily, and several students are almost ready for solo. Student pilot John Oshiro is getting ready for his final checkride before solo, accompanied by instructor Wendy Hunt. He checks the altimeter and controls and makes sure both he and the instructor are strapped in securely. Carmen Cui, from Ewa Beach Comp. Sq., gets the signal to attach the towrope. Everything is ready and the towplane pulls off slowly onto the runway.

The tow is smooth and easy, and the towplane climbs slowly toward the ridge. The altimeter creeps up to a thousand feet and John pulls the release and makes a climbing turn to the left. After a few passes at the ridge, he checks the traffic pattern and heads in to land on Runway 8 at Dillingham.

A sure flight, a smooth landing and now comes the moment that John has been working for. His first reaction when Wendy climbs out of the back seat is panic. Never before has he had to take his own life and place it on the line. He is not really sure if he can go up alone, or whether he wants to at all. Sheer panic, but every soloer feels it.

John goes through his preflight check, signals the towplane with

the rudder, follows the plane as it taxis onto the runway and slowly climbs behind the plane. At 1,200 feet, John releases and makes the turn toward the ridge. Flying slowly back and forth along the ridge, he has time to get his thoughts together.

He is no longer quite as nervous. The soft sound of the air flowing past the wings and fuselage has a very soothing effect and John turns around quickly just to check one more time that he is really alone.

He begins now to think about landing, and starts losing altitude, keeping a sharp eye out for the other sailplanes circling above him. He enters the pattern at 800 feet. Crossing the runway, he enters the downwind leg and sails along the coast. The landing is perfect—well, maybe a little bumpy—but perfect.

John taxis over to the instructors and waiting cadets. It is an old tradition at Dillingham to throw the solo student into the mudhole near the barracks. So, after his first glider solo, a few touch and goes on the gravel road leading to the pit, and John solos again—this time into the mud. By now, though, he doesn't really care. It was all worthwhile.

Nineteen cadets out of 22 met the qualifications and soloed at this year's encampment. They, and those who did not solo, will be back on weekends to fly. Hawaii's weather is ideal for flying most of the year. Power cadets also had many solos—11 out of 13 cadets.

For most of the cadets at this encampment, there will be many fond memories. But the best by far will be the memory of that moment when they trusted their lives to the wind and a flying machine—and made it.



For the benefit of all members of Civil Air Patrol, the statistics of search and rescue activities throughout the organization are shown below.

These are unofficial figures compiled by Directorate of Operations at CAP National Headquarters.

As of Sept. 12, 1977

Number of Missions	579
Number of Aircraft ...	3,183
Number of Sorties	6,458
Flying Hours	11,843
Personnel	15,412
Mobile Radios	3,727
Fixed Radios	3,374
Saves	37
Finds	331

IACE Photos From Abroad, CAP Wings



CAP ABROAD—Senior escort, David Sessums, left, and CAP Cadets Norman Eko and Michael Dupin visit ruins at Hiroshima while on IACE tour of Japan.

California Unit Aids Start Of Air Race

SANTA ROSA, Calif. — Personnel from Santa Rosa Cadet Sq. 115 (California Wing) participated recently in the start of the first Air Race Classic here at Sonoma County Airport.

Members of the squadron assisted the Santa Rosa Chapter of the Ninety-Nines by providing a round-the-clock guard on the aircraft impound area for four days.

It was the first of what is hoped to be an annual event. The

Air Race Classic was started by the Ninety-Nines, a women's flying organization, when the Powder Puff Derby, begun in 1947, was discontinued with the final flight this year. The race is described as a handicap race in which aircraft race against their own best performance. Entry is limited to completely stock aircraft, certificated in the normal or utility category, and manufactured under a Federal Aviation Administration certificate.

The squadron won praise from the Ninety-Nines for its efficiency in performing the duties assigned. The aircraft entered in the race were inspected, then assigned a spot in the impound area. From that time on, it was the responsibility of Squadron 115 to allow no one in the area without security clearance.

Squadron personnel were rewarded by being given starting-line seats for the race. Personnel participating included: Maj. Myron Steele, CWO Myron Steele III, and Cadets Douglas Brem, Dave Jeffries, Kevin Campbell, Wayne Helm, Richard O'Brien, David Jones, Mark Alderman, and Guido Boccaleoni.

Club Donates Funds To CAP

TOCCOA, Ga. — The Toccoa Comp. Sq. (Georgia Wing) recently received a check for \$850 from the Toccoa PBX Club, an organization of switchboard operators.

The donation was the amount of profit made during a weekend of airplane rides sponsored by the club. Toccoa Squadron pilots, who donated their services, made more than 100 takeoffs and landings during the two-day event. Some 255 people paid \$6 each for a ride and a brief aerial view of their city.

The Toccoa Squadron will use the money to buy communications equipment.



VIRGINIA VISIT—Israeli cadets participating in IACE visit Virginia Gov. Mills E. Godwin Jr., seated at table. Standing just behind the governor and on his left is CAP Col. Reed Vaughan, Virginia Wing commander.



FRENCH CADETS—IACE visitors from France pause on visit to U.S. Corps of Engineers Waterways Experiment Station at Jackson, Miss. At right is Edith Sessums, CAP hostess from the Jackson Cadet Sq. Second from right is French senior escort, Marie-Therese Stepanski.

'Wonderful Experience'

Two Maryland Pilots Fly Last Powder Puff Derby

GAITHERSBURG, Md. — The last Powder Puff Derby has been flown and a number of the women pilots were Civil Air Patrol members. Two of them were from the Maryland Wing — 2nd Lt. Jeannie Ball, personnel officer of the Montgomery Senior Sq., and SM Catherine Grover of the Star Track Flight. They flew a Piper Comanche.

From here, they flew to St. Joseph, Mo., where they spent the night. The next night was spent in Albuquerque, N.M. The third day was spent dodging thunderstorms on the final leg to Palm Springs, Calif., where the

derby was to start. When they landed at Palm Springs, the temperature was 114 degrees.

The plane was then impounded for safety inspection. There has never been a fatality or even a serious accident in any of the 30-year history of the derby.

The first mandatory stop on the derby was at El Paso, Tex., where they landed on a dry runway but got soaked dashing from the tie-down to the terminal. They had beaten a wild thunderstorm by minutes.

Next stop was in Dallas, Tex., then to Monroeville, Ala., a small town but one with a big heart, the pair claim. Lt. Ball

says she would like to go back and stay longer than just overnight.

The final day of the race included a mandatory stop at Thomasville, Ga., for the beginning of the precision flight — match your own estimated time of arrival and gas consumption estimate — to the final stop at Tampa, Fla.

A big reception and awards banquet climaxed this final Powder Puff Derby. As Lt. Ball says: "We didn't win, we didn't lose, but we had a wonderful experience and we will have memories for years to come."

TIN BOARD

Cont'd

is so unusual they attract more attention than the thought you were trying to convey. In other words, don't show off.

you have studied your notes and sorted your facts. Then let the facts tell the story. OI

COORDINATORS. To help the victim, we must work effectively with other agencies in our communications. If you cannot comply with a request for information, the agency know so that they may use other means to get the information or solve the problem. As has been lost while each side (e.g., CAP and AFRCC) thought the other was checking communications includes UNDERSTANDING of what is being said, and during a SAR mission, a misunderstanding could prove disastrous. DOSS

is to be held at the University of Utah, Salt Lake City, Utah, 13-17 June 1978. Project Officer Lt Col Gardner Barlow, CAP, PO Box 189, Willard, Utah 84340. RMR/OI

ALTY INDICIA. The US Postal Service and Headquarters US Air Force have noted personnel and units illegally using the Air Force penalty indicia. Civil Air Patrol has been advised the use of the penalty indicia and are cautioned that such use is a direct violation of severe penalties. DA

PLICATIONS:

and Processing Correspondence," 9 September 1977, supersedes CAPR 10-1, 17

Responsibilities and Procedures," 9 September 1977, supersedes CAPR 62-1, 9 May

Air Force Exchange Privileges of Civil Air Patrol Members," 9 September 1977, 3.

9 September 1977, supersedes CAPR 900-5, 20 October 1967.

Specialty Track-Study Guide for Information Officer," 9 September 1977, super-

ection Evaluation Checklist," September 1977, supersedes CAPF 40, July 1974.

Aircraft Liability Insurance," September 1977, supersedes CAPF 97, October 1967. DAP

AF

S A F E T Y

BEWARE THE "WHIFFERDILL TURN"

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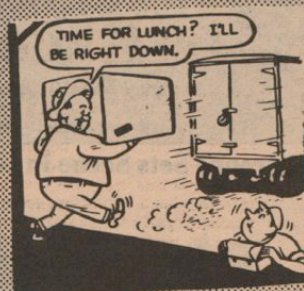
Since January 1976, 26 CAP flight mishaps have occurred during the takeoff and landing phase; 15 resulted in ground loops. Ground loops are unpopular, but thrilling maneuvers. They can occur during taxi, takeoff, or landing. Once begun, the aircraft crew has little choice of action.

The following appear to be contributing factors worthy of consideration in accident prevention efforts to avoid ground loops, especially in tailwheel aircraft.

- Crosswind operations, especially in strong, gusting, or quartering, tail wind conditions.
- Rapid elevator control movements which result in gyroscopic precession at low airspeeds, e.g., quickly raising the tail of aircraft during the early part of takeoff roll. This greatly increases the left turning tendency.
- Faulty mechanical condition of wheel brake systems which causes inadvertent or unequal brake drag.
- Delayed control inputs by the pilot prior to reaching a point of "no return." (Instructors and check pilots be alert!)

CAP units having taildragger aircraft should review each of these factors to increase pilot proficiency, provide protective guidelines (X-wind operations policies), and emphasize periodic wheel brake inspections as appropriate.

Let's keep the "Whifferdill" out of our bag of maneuvers!



OIP has a new shipment of Air Force Fact Sheets on Civil Air Patrol. They are available to units in reasonable quantities. Order from HQ CAP-USAF/OIP, Maxwell AFB AL 36112.



Welcome For Visitors From Florida Wing Members

IACE: Cadets From Abroad Visit Florida

This year, there was no New York phase of the IACE (International Air Cadet Exchange) for visiting foreign cadets. Instead, the teenage guests of Civil Air Patrol from other lands visited Florida. While there, they took in Disney World and America's space center at Cape Kennedy. On these two pages are some of the photos taken of these visits. Some of the photos show CAP cadets who accompanied the visitors. With the 186 foreign cadets scattering among 30,000 other visitors at Disney World, it was hard to herd them up for photos.

Photos by MSgt. Russ Brown



Castle In Background Sets Scene In Disney World



Friends Pause to Discuss What to See Next



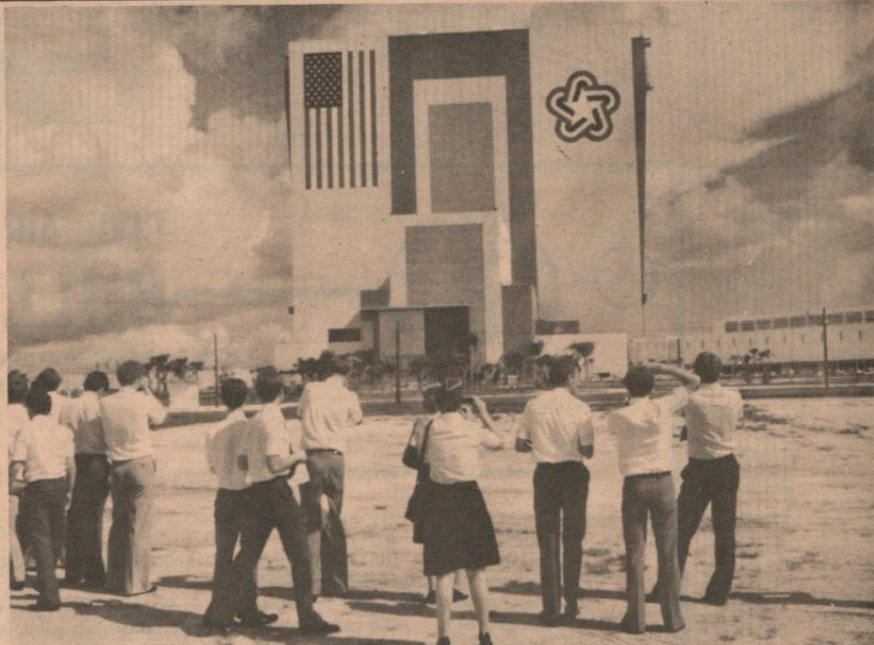
He's Not A Flying Tiger But His Welcome Is Warm



This Might Make A Good Recruiting Device



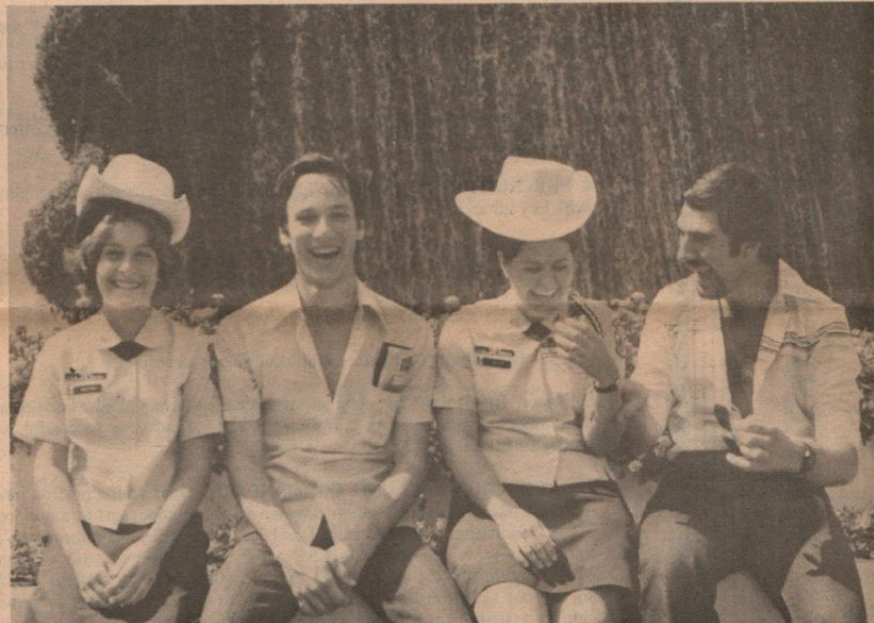
Bags Full of Souvenirs to Carry Home



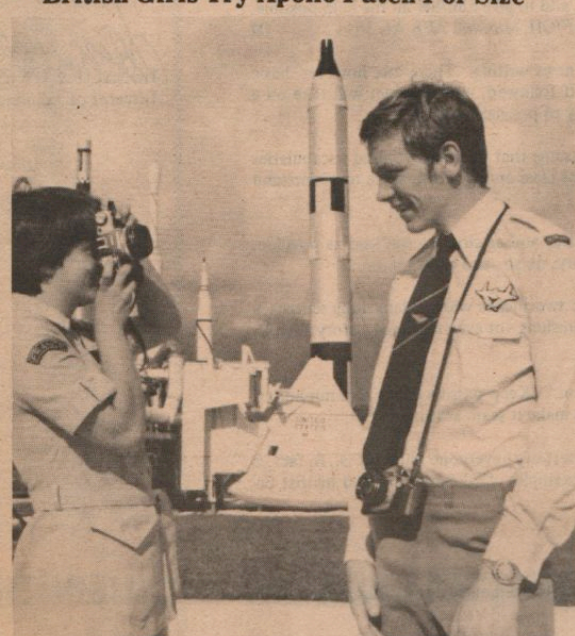
Everybody Stops to Photograph Huge Display at Cape Kennedy



British Girls Try Apollo Patch For Size



A Moment to Remember Shared With International Guests



French Cadets Record Occasion In Photos



Visitors Bid Farewell to Florida and Depart For Home



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 10

OCTOBER 1977

FINANCE

1. Nevada Wing and Southeast Region were the first to submit acceptable financial audit reports for fiscal year 1977. **CONGRATULATIONS!!** AC

INFORMATION

2. **OCTOBER UNIT DISTRIBUTION—COMMANDERS AND INFORMATION OFFICERS.** The October unit distribution contains two recruiting items that can be of help to you in promoting Civil Air Patrol in your area and recruiting new members. The pamphlet, "If You Want Air Time," provides information that will give you a better understanding of how radio and television stations conduct their public service (free air time) programming, the DO's and DON'Ts in working with radio and television stations, and sample spot announcement formats. CAP Pamphlet 33-1, "Civil Air Patrol Recruiting Guide," offers suggestions and recruiting methods you can apply to your recruiting program. OI

NOTE: Although the "Information Materials" pamphlet (distributed to all units in the September unit distribution) lists the pamphlets "If You Want Air Time" and "Civil Air Patrol Recruiting Guide" as being available upon request, they were, in fact, included in the October unit distribution.

3. **"OPERATION PIONEER."** Review of all the Operation Pioneer interview tapes has been completed. The winners will be notified shortly. OI

4. **RECRUITING TIPS.** The following recruiting approach was employed by the National Capital Wing. It might work in your area.

- a. Week-long displays in major shopping malls. The CAP displays were manned from 10:00 a.m. to 5:00 p.m. Follow-ups were made on each and every person expressing an interest in CAP.

NOTE: Other malls are now inviting CAP to put up a display.

- b. Distributing CAP material at local private airports.

Let's hear from local CAP units and wings which have had success with a particular recruiting campaign approach in their areas. It might work for someone else. Send your successful recruiting approach to HQ CAP-USAF/OIW, Maxwell AFB AL 36112. OI

5. **ATTENTION, ALL UNIT COMMANDERS.** Does your squadron have an active, interested information officer? It should have! The information program is vitally important in a nonprofit, volunteer organization such as ours. It is the information program, guided and led by a dedicated information officer, which will lead the people in your community to understand what Civil Air Patrol is all about and what your squadron has to offer the community. When they understand these things, they will give you their support—and they will call on you when they need help. So, if your squadron does not have an IO, or if he/she is inactive or unproductive, appoint a new one. Then give him/her your full support and cooperation. When you *do* appoint a new information officer, be sure to let us know at the National Headquarters Directorate of Information. We will send him/her an **INFORMATION OFFICER'S STARTER KIT** to help him/her understand the job, to help train the new IO, and to give him/her all the help possible. Be sure to send us the names and addresses of new ones. Write: HQ CAP-USAF/OII, Maxwell AFB AL 36112. OI

6. **NEWSWRITING BASIC PRINCIPLES.** There are few laws that govern news writing. There are, however, basic principles. Few good editors allow their writers to violate these principles. If followed, your product will take on a more professional touch. Here are some of those principles gleaned from a bevy of journalism texts:

- a. Assume most of your readers are intelligent and mature. But, also assume that they have limited vocabularies and still more limited background in fields outside their own. Above all else, be clear enough for readers to understand exactly what you mean on first reading.

- b. Where a tie-in with previous news is needed, be sure the tie-in is clear and as close to the lead as possible. That is, if today's story depends on also quickly retelling part of last week's story, do so—and early.

- c. Write more short sentences than long ones. A news column is about two inches wide. Many long sentences will deepen your paragraphs. There is no better way to keep a reader from finishing—or even starting—a story than to write long paragraphs.

- d. Use strong, active verbs. Avoid words that end in "-itive" and "-ation." Keep passive forms to a minimum. But, don't go overboard. If the action wasn't decisive, if it wasn't strong, don't make it seem as if it were.

- e. Think twice before you use an adjective. It doesn't help to call a desert dry—everyone knows it is. In fact, a declarative sentence sometimes is much better than a shop-worn adjective. Example: "Ed Smith crashed his fist on the desk" means much more than "the angry Ed Smith."

The Civil Air Patrol BULLETIN is published monthly. It contains official announcements, interim changes to CAP publications, and other items of interest for all CAP members.

CAP Bulletin

f. Avoid vague words in a survey. Example: It's a "fire,"

g. Don't begin to write until you have a story. Quit when the story is through.

(From Air Force News Service)

OPERATIONS

7. **ATTENTION SAR MISSIONS.** We must be frank and honest with ourselves or a task to be performed, a problem. Too often valuable information is lost on some valuable information mission, when life is dependent on it.

ROCKY MOUNTAIN REGION

8. **WESTERN STAFF COORDINATOR.** For further information, contact the Western Staff Coordinator.

ADMINISTRATION

9. **MISUSE OF AIR FORCE PROPERTY.** Several instances of Civil Air Patrol personnel and units are not aware of federal law and can be prosecuted.

10. NEW AND REVISED CAPR

a. CAPR 10-1, "Preparation of Reports," January 1977.

b. CAPR 62-1, "CAPR 62-1," 1973.

c. CAPR 147-1, "Arrival and Departure," supersedes CAPR 147-1, 4 August 1973.

d. CAPR 900-5, "Insurance," 1973.

e. CAPP 52-2-2, "Leave," supersedes CAPP 201, 3 August 1973.

f. CAPF 40, "CAPF 40," 1973.

g. CAPF 97, "Certification," 1973.

FOR THE EXECUTIVE DIRECTOR

Donald A. O'Necky
DONALD A. O'NECKY, Lt. Colonel
Director of Administration

JOIN THE U

PULL OUT AND POST

SAR School Trains CAP Seniors

By MAJ. JERRY WELLMAN
Utah Wing

GOVERNOR'S ISLAND, N.Y.—CASP — Computer Assisted Search Planning. TAP—Track Analysis Program. EPIRB—Emergency Position Indicating Radio Beacon. POS—Probability of Success. CF—Coverage Factor.

Twelfth-four Civil Air Patrol members and four USAF-CAP liaison officers learned about these things and many more in July here at the National Search and Rescue School. They came from 19 different CAP wings.

The school, taught by Air Force and U.S. Coast Guard personnel, is designed to help those CAP members attending in teaching others in their home wings and regions about search and rescue and to give the students an insight into some of the latest SAR tools.

"A search mission coordinator must be able to function as an organizer, a planner, a controller and an evaluator," said Air Force Capt. Ronald Merino, the school's aerospace studies chief. He cited the acronym "SCAT," which stands for Standardization—Coordination—Awareness—Training. This SCAT was used as a guideline for functioning in the role of a mission coordinator and to plan instructional events.

In planning a lesson, students learned that three levels or qualities need to be present: the communicator (getting the message across), the motivator (getting the action undertaken), and the educator (moving to a higher level).

The Pygmalion Effect of thinking positive, displaying a positive attitude, using praise and encouragement are all needed to motivate CAP members into doing a professional job in SAR, students learned.

Air Force TSgt. John A. Moore, one of the school's aerospace instructors, tackled the topic of survival and missing persons. "Sixty per cent of persons involved in an incident will be injured entering the survival phase," he said. "Within 24 hours, their chances for survival decreases 80 per cent. He then discussed geographical areas and



LAB PRACTICE—Capt. George M. Schuon (Pennsylvania Wing), left, and 1st Lt. William A. Leitz (New York Wing) plot ELT reports during lab instruction while Capt. Glenn O. Peek (Illinois Wing) serves as instructor, giving them leads as they progress through the practice mission. (Photo by Maj. Jerry Wellman)

their impact on survival. He indicated that a positive attitude on the part of a survivor will greatly increase the chance of survival.

"More kids are reported missing, more often on two days a year — report card days," he said. "Kids with poor grades get lost, and their parents are so relieved when they're found, the impact of the bad grades is not as important." Sgt. Moore then outlined questioning a mission coordinator might use in getting leads about missing persons.

Students also participated in an ELT (emergency locator transmitter) map reading exercise, designed to aid instruction in those areas. Search planning

took on a different light, also, when Capt. Merino surveyed the class on the "weight" (probability or importance) of several leads. An ELT was weighted from 10 per cent to 80 per cent while the weather factor got from 40 per cent to 60 per cent.

"This demonstrates," said Capt. Merino, "the need for planning among several people, and not limiting this search planning to one individual."

Lectures featured Lt. Cmdr. Billy Cunningham, officer-in-charge of the school. He discussed area coverage and CASP (computer assisted search planning.)

and is another tool for the mission coordinator to use.

Three actual SAR problems were worked by the case, with one-third of the group acting as instructors in each case. Students worked an overdue aircraft mission in California (complete with ELT plots), acted as Rescue Coordination Center personnel for an Oregon mission, and second-guessed the antics of a Utah pilot. Each case took the students through the benefits of classroom exercises, instructing them on how they might be used in their individual wings.

Several students indicated that one important part of the SAR school was the exchange of ideas. Such things as alerting, Rangers, publications, procedures, facilities, methods and the like run the gamut from California to New York, they said. "It's important," said one student, "to see how others do things. Sometimes they have a better idea and it could really make a difference in my wing."

Armed with instruction and motivation from the school staff and ideas from each other, the graduates of the 1977 SAR school departed Governor's Island with a better understanding of search and rescue. Comments at departure masked hopes that they might persuade commanders and staff members to listen to progress and depart from some of the old ideas.

"We really have the latest information from the real SAR professionals," a New York Wing member said. His comments were quickly echoed by others standing nearby.

"I hope my commander lets me use this stuff," one laughed and pointed to a bulging briefcase.

One item, not discussed much, but foremost in the thoughts of the students, was the motto of the school: "Always Ready—That Others Might Live." Said Capt. Merino at the opening lecture, and a Coast Guard chaplain at the week's end: "We're here to learn how to better save lives. Let's remember that above all else."

Hawaii Wing Member Wins Braniff Trophy

HONOLULU, Hawaii — Lt. Col. Patricia Davis of the Hawaii Wing has been awarded the Braniff Trophy.

This trophy is presented annually to the outstanding woman pilot, a member of the Aloha chapter of the Ninety-Nines, who has contributed the most to the advancement of women in aviation.

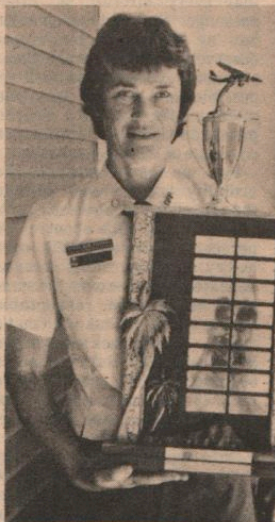
Col. Davis, a CAP command pilot, has held a number of jobs during her nine years in Civil Air Patrol. She is qualified for search and rescue work, both as a pilot and as mission coordinator. At present, she is in charge of the Senior Training Program for the Mokulele Senior Sq.

Col. Davis began her professional aviation work in 1971 as a corporation pilot. She

flew for a charter-tour company in 1974 and 1975 and is presently a fulltime flight instructor in Honolulu.

In the field of Aerospace Education, she has set up and/or taught numerous ground schools for CAP cadets, has presented a series of pilot refresher courses for Hawaii Wing pilots, and has provided technical and teaching assistance in the Aerospace Education classes at Kamehameha Schools in Honolulu.

Col. Davis began flying in 1966 and topped off her ratings in 1975 with the Airline Transport Pilot Certificate. She has been active in the General Aviation Council of Hawaii, the Aloha chapter of the Ninety-Nines, and has raced four times in the Powder Puff Derby.



LT. COL. PATRICIA DAVIS
With Braniff Trophy

Maj. Brown Is More Than Just Search Pilot

CORDELE, Ga. — Maj. Eugene A. Brown has earned a second "Find" ribbon as a result of his locating the wreckage of a missing aircraft near here this past July.

Maj. Brown is an active mission pilot and owns his own Mooney airplane. He is also a commercial pilot and flight instructor. But he is something more than that. His primary CAP duty is as chaplain of the Atlanta Senior Sq. No. 1.

He recently moved to Cordele from Atlanta but retains his membership in the Atlanta unit.

The recent search involved an aircraft en route from Florida to Macon, Ga. Aboard the craft were the pilot, his wife and their three children. Mission headquarters for the search was at

Tifton, Ga., some 45 miles from here.

The local sheriff requested Ch. Brown to start a search for the plane, since the last radio contact was in the Cordele area. Ch. Brown contacted mission headquarters at Tifton and was assigned a search area in this vicinity.

In a short time, he and his observer spotted the wreckage. They notified mission headquarters, returned to Cordele and led a ground team to the site. All five persons aboard the plane were killed in the crash.

Ch. Brown's first find was a Cessna 205 which crashed and burned on Pine Log Mountain, some 35 miles northwest of Atlanta, in late 1971.

McClellan AFB Is Host To Type B Encampment

McClellan AFB, Calif. — Thirty cadets and 13 senior members from the California Wing participated here in July in a seven-day Type B encampment.

Serving as encampment commander was Capt. Randall R.

Tweedy of Fair Oaks, Calif. First Lt. Craig T. Parsons of Beale AFB, Calif., was commandant of cadets and Cadet Anthony G. Scotch of Orangevale, Calif., was cadet commander.

During the week, cadets

received orientations on operations of the Air Logistic Center, the mission of the 41st Aerospace Rescue and Recovery Sq., the National Aeronautics and Space Administration, the Quiet Short-Haul Research Aircraft (QSRA) Program, and the Air Force-CAP relationship.

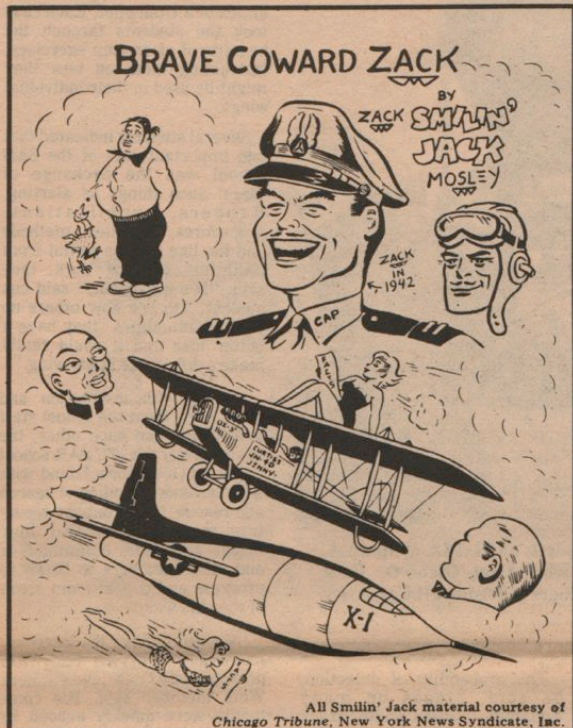
The cadets also participated in tours of the data processing center, the Air Logistics Distribution Center, and the maintenance hangar where they observed work being done on F-106 and F-111 aircraft.

As part of their training, they also participated in a retreat ceremony on base.

Activities for the week culminated in a parade and awards ceremony at the base parade grounds. Air Force Col. Bradford L. Sharp, Pacific Liaison Region commander, acted as reviewing official.



SPAATZ AWARD—CAP Cadet Stephen J. Greubel, left, accepts the Gen. Carl A. Spaatz Award from Oklahoma Gov. David Boren in recent ceremonies on the lawn of the Cherokee County (Okla.) Courthouse. Cadet Greubel, the son of Dr. and Mrs. Bob Greubel of Tahlequah, Okla., is the fourth in the state to earn the award. He has also won a four-year ROTC scholarship at the University of Oklahoma. (Pictorial Press Photo by Robin Landrum)



All Smilin' Jack material courtesy of Chicago Tribune, New York News Syndicate, Inc.

Store Offers Special On Mosley Biography

CAP Col. Zack Mosley's book, "Brave Coward Zack," is an ideal holiday gift for any member of Civil Air Patrol. It also should be on the bookshelf of all CAP units.

The author, a charter member of Civil Air Patrol and one of its founders who flew Coastal Patrol during World War II, penned the book to tell the story of his years of flying and drawing the aviation-adventure comic strip, "Smilin' Jack."

During its heyday, "Smilin' Jack," remembered and loved by many older CAP members, was syndicated to hundreds of

newspapers and read by millions of readers. "Smilin' Jack" ran for 40 years and was retired in 1973.

Col. Mosley was inducted into Civil Air Patrol's "Hall of Honor" in 1976. His book, "Brave Coward Zack," tells much about the early history of Civil Air Patrol.

It is available at a discount to CAP members from the CAP Bookstore. The discount price of \$5.95 per copy represents a saving of \$1.50 over the cost if ordered from the publisher, Valkyrie Press, Inc., of St. Petersburg, Fla. The price of \$5.95 includes postage.

IDEAL HOLIDAY GIFT! ORDER EARLY!

CAP Bookstore, Maxwell AFB, Ala. 36112

Enclosed is \$_____. Please send me _____ copies of "Brave Coward Zack."

Name _____

Address _____

City _____

State _____ ZIP _____

Make check of money order (\$5.95 for each book) payable to: CAP Bookstore. Mail to address above.

Mission Data Team Helps

Non-Flying Activities Up Odds During Air Search Missions

By MAJ. ROBERT MATTSON
HQ. CAP-USAF

While flying aircraft and looking for a downed plane is an exciting part of our search and rescue mission, it is not really the most productive activity. A highly trained crew, flying a 100-knot aircraft over heavily covered terrain, can search approximately 85 square miles per hour.

With five miles visibility and a one-mile track spacing at 1,000 feet, this effort would give a 20 percent probability of detection (POD). If there was a 50 percent probability (and this is exceptionally high) that the target was within that 85 square miles, the search crew would have only a 10 percent probability of success!

How can we improve the odds?

Two ways: First, improve our searching—and this can be done in several ways. We can insure that every aircraft of three-passenger capability or greater has at least two scanners-observers. We can train these scanners to search as well as possible, and we can train the pilot to fly accurate search patterns to give complete coverage of the assigned area.

But we can't change the visibility and we can't change the ground cover, so we are pretty well stuck with about a 30 percent maximum POD over heavy terrain. This means repeated searches over the same area to achieve respectable PODs, and it will take 15 (that's right—15) searches to achieve a 90 percent POD. But even with a 90 percent POD, we still have only 45 percent probability of success in our one 85-square-mile area.

On a typical search, we may easily have as much as 2,000 square miles (100 x 20 miles) to search! It should be obvious that we can't fly enough hours to cover all of the possibility area so that we have some hope of being in the right search area. A

SAR PEOPLE

few weeks ago I gave you some idea of what the Air Force Rescue Coordination Center (AFRCC) and the Federal Aviation Administration (FAA) are doing to help narrow down the search area. Now, I'm going to tell you how YOU can reduce the search area and increase your probability of success.

You can significantly reduce the size of the probability area by intensive information gathering. By putting together various bits and pieces of information, you can normally eliminate vast areas from serious consideration. Statistics have shown that most (85 to 95 percent) downed aircraft will be found within 10 miles of the intended track. This statistic is misleading to a small extent since it assumes that you know what the intended track was, but frequently this information is not readily available.

The California Wing has established a program which strengthens the data collection function. Maj. Frank A. Burnham and Stuart A. Hall have written a paper on the California program and a copy of this paper was sent to each wing Emergency Services officer last month.

This mission data program is built around a Mission Data Team (MDT) concept. The mission data team is composed of two CAP members selected for their ability to communicate with the public and an ability to gain the confidence of family and friends of the missing person.

The MDT is alerted along with the mission coordinator and is responsible to the mission coordinator. The team's primary

function is to gather whatever data the mission coordinator deems necessary. Additionally, they have the freedom to follow up any lead that they feel will give more information and will assist in narrowing the search area.

The MDT has been effectively used to provide the mission coordinator with more highly qualified information more rapidly than was normal in the past. The MDT was able to relieve the mission coordinator of the data collection function and allow him to concentrate on setting up the mission base and getting aircraft in the air as rapidly as possible.

If you could confirm that the missing aircraft refueled at some en route airport, then you have effectively eliminated all of the area between departure and the refueling point as a probable search area. This one piece of information could save you hundreds of hours of searching and when this piece of information is added to other data on the pilot and aircraft and weather, you will be able to narrow down the high probability areas even more. What I'm trying to say is that each piece of good information is easily worth hundreds of flying hours with the best crews.

While the aircraft is certainly helpful, and in many cases indispensable, on our SAR missions, a much more productive method of eliminating large areas to be searched is through thorough investigative activities. And, the California MDT program may be an excellent method for collecting the important data. If you would like a copy of the mission data program or have any comments on the use of an MDO, please drop me a line: HQ CAP-USAF/DOS, Maxwell AFB, Ala. 36112.

People, Cars Pack Oregon Open House

By CAPT. THOMAS TRAVER
Oregon Wing IO

PORTLAND AFB, Ore. —
Nearly 30,000 visitors and more



Oregon Wing commander Col. Bobbie Girard, right, shows off wing's aircraft to young visitor.

Legion Post Aids In Flight Program

GRAND PRAIRIE, Tex. — American Legion Post 356 of Dallas, Tex., has offered half scholarships to all cadets participating in the Crusader Comp. Sq.'s Cadet Solo Flight Program. Maj. W.A. Billman revealed the offer here recently.

The program is open to all eligible cadets with eligibility to be determined by the Solo Flight

Committee. The committee consists of the squadron's five certified flight instructors who will also teach the program.

The program will consist of 10 hours of in-flight instruction. The total tuition for each participating cadet is \$130 with the scholarships from the American Legion paying half.

than 5,700 private vehicles packed this small Air Force installation recently during open house sponsored by the Oregon Air National Guard, the Air Force Reserve, and the Oregon Wing of Civil Air Patrol.

CAP cadets and seniors from seven local squadrons helped park the estimated 5,722 vehicles that inundated the base nearly two hours before the official opening. One cadet commented: "We were parking cars in places where we didn't know we had places."

While some cadets were assisting the security police detachment in handling traffic, others were manning two Civil Air Patrol-operated concession stands, handling refreshments for an estimated 28,500 visitors.

The open house, held during the famous Portland Rose Festival week, featured displays of aircraft from World War I days to the present and included the Oregon Wing's reliable 0-1 Birdog, used in search and rescue operations.

The operation, on the part of Civil Air Patrol, was for fun and profit with the CAP concession stands selling hot dogs, soft drinks and ice cream. Crowds packed the two concession stands and the CAP members sold more than 10,000 hot dogs. The CAP squadrons participating in the open house divided the \$885 in profit from the stands.

A number of the military services were represented at the open house, including the U.S. Coast Guard, the Navy, the U.S. Marine Corps, the Oregon Air National Guard, and the Montana Air National Guard's 219th Fighter Interceptor Sq. with its F-102.

A letter to CAP from the 142nd Security Police Detachment stated, in part, that, "Without your assistance the open house would not have been the success that it was... The attitude and friendliness of your people was just outstanding."



Gen. Newcomer, left, congratulates Cadet Anger

Award Is Presented At Special Luncheon

TONAWANDA, N.Y. — The TAK Cadet Sq. (New York Wing), a part of the Niagara Frontier Group, recently celebrated the squadron's second Gen. Carl A. Spaatz Award within a year.

Cadet Randy C. Anger received the prestigious award from retired Air Force Gen. Henry Newcomer at a special luncheon here. Special guest at the presentation was Cadet Mark Rakowski, a member of the squadron, who earned the award a year ago.

Cadet Anger, 19, is a sophomore at Canisius College in Buffalo, and, along with working part time, still finds time to act as commander of the TAK Sq.'s land rescue training team. The LRT has conducted several successful training weekends at Lockport AFB this past summer and, at this writing, was planning another under the direction of Cadet Anger.

During the ceremony, Capt. Malcolm A. Willard, TAK Cadet Sq. commander, read a letter

from U.S. Rep. Jack Kemp and presented a copy of the Great Seal of the United States which the Congressman had provided.

Maj. Barbara Manley represented the staff of the Niagara Frontier Group. Capt. Bernard Basinski, deputy commander of the TAK Sq., was chairman of the program.

The Spaatz Award is the highest which can be earned in Civil Air Patrol's Cadet Program. The award carries with it an automatic promotion to cadet colonel.

CADET AWARDS

Mitchell Awards—August 1977

Armando J. Mendoza	04015	Gerald E. Folster, Jr.	17035	Carl N. Lucas	35091
James G. Nelson	04032	Richard E. Boyer	18003	James E. Beins	36096
Christine D. Haggerty	04185	Kimberly K. Bowers	18004	James P. Halfferty	36055
James Leen	04185	Thomas C. Baillie	19006	Glen D. Backer	36055
Keith H. Berton	04261	Joseph E. Zwihrilla	19022	Christopher D. Read	37021
Terry L. Reams	04363	Jeanine Hynds	19032	Phillip M. Vito	37025
Gregg M. Olson	04364	Kay L. Lincoln	20072	Lee W. Dial	37045
Travis W. Nessel	04371	Joyce Ranke	20228	Michael J. Dwyer	37102
Kevin E. Yackie	05068	Herman Lewis	20235	Rick M. McCann	37222
William A. Murray	05145	Neil J. Ashdown	20240	Robert P. Clark	37259
Chas N. West	06015	Beechie D. Ashdown	20240	Kevin T. Klunk	37268
Willie L. Wright, Jr.	07006	Janice E. Cartledge	20259	Joseph T. Kinard	38019
David H. Hamid	07008	James F. Goodrow	20259	Keith E. Ball	41015
Paul V. Muhlen	07011	Glen N. Slossness	21016	Timothy K. Ripley	41015
Elizabeth De Kanter	08033	Denise C. Buchholz	22061	Dwight A. Allen	41125
Paul K. Harris	08123	Eugene J. Freeman, Jr.	24012	Richard J. Horack	41136
John R. Hughes	08128	Roberta J. Elder	24012	James R. Clark	42131
Andrew J. Croft	08159	Kevin J. Frank	24037	Andrea L. Thomas	42357
James W. Card	08176	David A. Rodgers	25053	David W. Hatcher	42357
Bonnie M. Schweitzer	08204	David S. Paladino	25067	Michael A. Lowe	43051
Edward M. Walton	08204	David N. Klein	25067	Rodney E. Carter	43051
Peter A. Adams	08204	Neal M. Sturm	25080	Robert P. Hart	45088
Robert E. Aylstrom	08227	Theodore W. Delbo	25092	Louis R. Volchansky	45091
Benedict A. Harris	08412	Steven S. Wolf	25092	Joel G. Pitts	45095
George F. Williams	08423	Kevin P. Mazurowski	31020	Mark L. Jacobsen	45098
Michael J. Caylor	08423	Russell J. Willis	31111	Matthew D. Olson	51057
David C. Restacher	08425	Michael E. Przybyl	31157	Enoch K. Evans	51060
Donald J. Perri	08432	Robert C. Gunther	31292	Julia M. Carrion	52027
Jeff J. McNamara	09075	Jon E. Parker	31292	Alba Massas	52027
K. D. Sindelacker	11137	David E. Imshweiler	32111	Rosanna L. Curras	52059
Richard J. Techman	11187	David Janka	34131	Fernando Antonetti	52116
Marguerite L. Ludwick	12049	Brittitt D. Kopp	34131	Melissa Justino	52116
Charles J. Webb	16007	Shirley J. Takeda	34131	Jose R. Nazario	52116
Cal R. Sumrall	16010	Allen P. Taylor	35015	Migdalina M. Pelletier	52119
Tracy Comeaux	16010	William S. Rodgers	35071	Jennifer C. Roberts	52900
Don W. Ducote	16063				

Earhart Awards—August 1977

James L. Peoples	05030	Jay R. Anderson	20086	Edward J. Denti	37214
Patricia Trowbridge	06015	Mary T. Olson	20107	Victoria G. Laidler	38003
John Iszczyszyn	06022	Nina L. Trump	20107	David R. Painter	41008
Frank T. Rowand	08043	Randy F. Donahue	21113	Foy M. Burns Jr.	42076
Stephen B. Epstein	08227	David W. Lamm	22048	Dick A. Mastin	42076
Joseph P. Muscara	08303	Steve D. Traxler	22048	David R. Marshall	45060
David P. Kennedy	08432	William M. Zimmerman	25053	Tony C. Clark	45060
John P. Crean	09087	William R. Gray	25053	C. L. Grossnick	45060
Phil G. Brennerman	12010	Timothy D. Hope	31111	Kenneth J. Fontenot	45095
Stephen D. Prather	12126	John A. Hertz	31117	Eric A. Boyesen	45117
Mike R. Shanahan	12126	Donald R. Powell	32048	Walter T. Mensching	51028
Mark E. Fuller	14022	Jeffery K. Hastings	34219	Osman O. Aloyo	52097
James P. Sinclair	17062	Clint A. Venekamp	36007	Hector L. Luna	52097
David J. Wyndham	17062	James D. Belyon	37169	Ivellisse Acevedo	52119
Paul E. Blackaby	20038				

Former Delaware Wing Commander Dies

WILMINGTON, Del. — Col. Williams H. Everett, former commander of the Delaware Wing, died Aug. 4 at the age of 74 after an illness of several months.

Col. Everett had served the wing for 26 years in various key staff positions, including deputy commander, before being made wing commander in July 1976, succeeding Col. Louisa S. Morse.

He held a number of Civil Air Patrol honors and was particularly interested in aerospace education and in the International Air Cadet Exchange program.

Flying was another of Col. Everett's special interests, particularly "tail-draggers." He was a qualified CAP command pilot, Class I observer and mission coordinator. He was one of the relatively few wing members checked out in the 0-1 Birdog and could regularly be seen flying it out of the Smyrna

(Del.) Airport.

In private life, Col. Everett, or "Doc" as he was known to a host of friends in CAP, was a dentist with offices in Kennett Square, Penn. A graduate of Gettysburg Military Academy, he earned a

D.D.S. degree from the University of Pennsylvania Dental School. During World War II, he served with the active Reserve in the rank of captain.

He is survived by his widow, his mother, and two children.

CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notices of deaths should be sent to the Personnel Section of National Headquarters in accordance with Regulation 35-2, or to the National Chaplain's office—not to Civil Air Patrol News. Listed are names, ranks, dates of death and CAP unit.

BUTZ, Craig S., Second Lieutenant, May 15, 1977, Des Moines Comp. Sq., Iowa Wing.
CROSSWHITE, Luther W., Captain, July 19, 1977, Thunder Mountain Comp. Sq., Colorado Wing.
FLANNIGAN, William J., Senior Member, May 5, 1977, Thunderbolt Cadet Sq., Massachusetts Wing.
FRIE, Allen, Senior Member, May 20, 1977, Thunderbolt Cadet Sq., Massachusetts Wing.
HENDERSON, William K., Second Lieutenant,

Aug. 7, 1977, Blair County Senior Sq., Pennsylvania Wing.
LISTON, Merrill G., Major, Aug. 17, 1977, Provo Comp. Sq., Utah Wing.
MCCLINTOCK, S. Gordon, Major, Sept. 8, 1977, Group 6, Ohio Wing.
MCKENZIE, William K., Cadet, Aug. 23, 1977, Bethesda-Chevy Chase Cadet Sq., Maryland Wing.
SAPP, Arthur Q., Senior Member, Aug. 29, 1977, Pikes Peak Senior Sq., Colorado Wing.
SAPP, Barbara, Senior Member, Aug. 29, 1977, Pikes Peak Senior Sq., Colorado Wing.

Emergency Training Stresses Teamwork

Story and Photos By
Maj. George R. Macdonald
St. Louis Comp. Sq. No. 1

ST. LOUIS— During the past year, many cadets and senior members from squadrons in the St. Louis area have been participating in a rigorous training exercise called ESTEX (Emergency Services Training Exercise).

The program emphasizes the importance of well-trained ground teams in search and rescue operations and consists of weekend bivouacs during which the trainees learn by doing. Included are such subjects as map and compass reading, rappelling, shelter building, wilderness survival, communications and first aid. Teamwork is stressed in addition to rigid safety procedures.

The latest segment of this training was held recently at Greensfelder Park in St. Louis County. It began with an entire weekend devoted to night orienteering in an extremely hilly area covered with dense undergrowth. This was followed by two full days of rugged activity at the Ropes Initiative Course.

The course consists of a series of obstacles or challenges involving climbing, swinging, ascending or descending rope and other types of obstacles. The underlying philosophy is to increase the trainee's sense of personal confidence, increase his mutual support with a group (teamwork), and challenge his physical abilities.

At all times, safety was highly emphasized. Each group of 12 trainees actually participating in the Ropes Course were supervised by a fully certified instructor

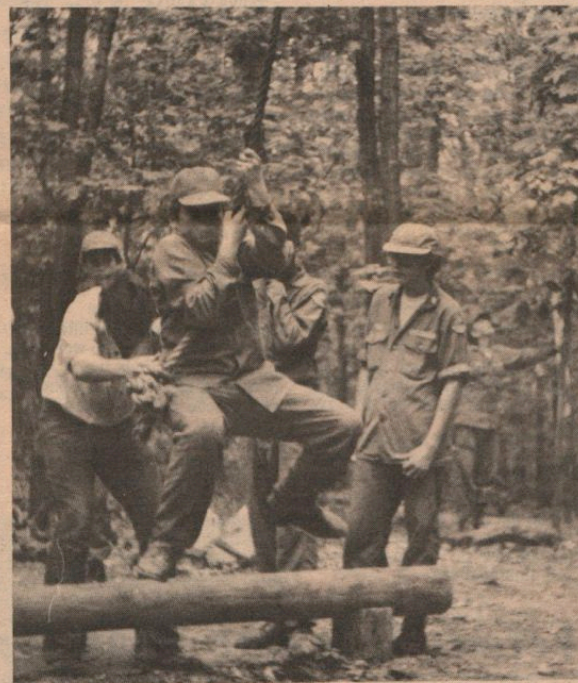
and an assistant instructor. The certified instructors, Maj. Richard Macdonald, Capt. Melvyn Shichtman, and 2nd Lt. Michael Barg, had previously undergone several days of special training in order to qualify for certification.

The pipe, wall, tippy ladder, beam, spool, Burma bridge, zip wire, seat harness, and carabiner, among others, soon became household words to the trainees. Each of the following comments was heard many, many times throughout the two-day session: "You gotta be kidding!"... "Absolutely no way!"... "That's impossible!"... "Help!"... "Oh, dear God!"... "Oops!"... "Ouch!" and "Hey, we did it!"

By the time the weekend came to a close, everyone was exhausted but pleased that they had thoroughly enjoyed themselves. At the same time, they gained valuable knowledge and experience which can be applied in future emergency service missions. Someday their training may save a life.



The Long Walk Across The Burma Bridge—150 Feet Long, 35 Feet Above Ground



Swinging Across The "Ravine"

Cadet Handles Communications

SAN JOSE, Calif.— Peter Briones, a 17-year-old Civil Air Patrol cadet, won high praise from the mission coordinator recently for his handling of radio communications during a weekend search.

The mission involved a light plane believed to have crashed in the Carmel Valley area with two persons on board.

Cadet Briones operated three radios, passing messages to air and ground search teams from the Carmel Valley to the San Joaquin Valley. "There was a tremendous amount of radio traffic but Cadet Briones remained calm and cool and sent the messages through loud and clear," said Capt. Peter Cikalo, information officer on the mission. "It was really amazing for a young man his age."

"We were short-handed and Peter was keen to be the radio operator as long as the active air search continued, even though the days were sometimes 16 hours long," Cikalo continued. "At a critical point in the search, one radio repeater went dead but Peter was able to switch quickly to another and continue the vital communications."

Cadet Briones is a member of J.J. Montgomery Memorial Cadet Sq. 36 based at Reid Hillview Airport and is a senior at Silver Creek High School.

By FREDERICK K. CARTER
Lieutenant Colonel, USAF
Director of Safety

Civil Air Patrol membership consists of approximately 63,000 senior and cadet members. These members often operate equipment which is capable of inflicting serious injury if misused or abused. This equipment includes some 3,100 ground vehicles, i.e., jeeps, buses and trucks; about 650 aircraft; and a sizeable quantity of high-voltage equipment. As of July this year, CAP has experienced some 30 aircraft-related accidents or incidents, 21 surface vehicle accidents, and 47 other injuries to members involved in CAP activities.

While flying safety is often

emphasized, safety in ground operations should not be neglected in our efforts to prevent loss. Responsible adult leadership and supervision of cadet activities, more especially field events, are indispensable to fostering safe practices and concerned attitudes. All unit safety officers can provide a valuable

service by having qualified personnel inspect this equipment, evaluate procedures, and observe related operations. Unit commanders should review all activities for unsafe conditions. Everyone shares the responsibility for safe participation.

GROUND SAFETY NEEDS YOUR INTEREST!

CORRECTION

An article on safety, appearing on page 14 of the September issue, contains typographical errors in Paragraph 3 which changes the meaning of the paragraph.

Paragraph 3 of this article should read as follows: "a. Performance Capability— the physical capacity of equipment, persons, or groups of persons to perform as intended. This capacity is subject to the condition of equipment and the health of persons involved."

Speaker System Aids In Missions

DAYTONA BEACH, Fla.— Personnel assigned to run search and rescue or civil defense missions from the headquarters of Daytona Beach Comp. Sq. (Florida Wing) will find a marked increase in efficiency and decrease in confusion from now on.

Colorado Unit Holds Climb Up Pike's Peak

COLORADO SPRINGS, Colo.— Eleven members of the Colorado Springs Cadet Sq. (Colorado Wing) participated recently in the squadron's second annual Pikes Peak Climb.

Leading the activity was Maj. Frank Spitzer, squadron commander, and his wife, 1st Lt. Terri Spitzer.

The high point of the climb was reaching the top of the 14,100-foot peak. Not only had the group met its goal, but they also saw the first cars arriving at the finish line in the famous Pikes Peak Hill Climb.

During missions at the Daytona Beach Airport, location of the local unit, all communications in the past have been hand-carried by messengers running between the mission coordinator, operations, communications and personnel functions, as well as to the briefing and debriefing rooms, aircrew ready room and flightline. Sometimes, if not enough people reported for duty, a section head might have to leave his duty station and carry his own communication personally.

Now, however, all that has changed, thanks to the ingenuity and skill of some squadron members. A new communications center, designed and built by WO David Keys and Cadet Web Essex— with help from several other seniors and cadets— provides instant voice contact between the mission coordinator and the various section heads responsible for the success of the mission.

The system is designed so that the mission coordinator also has a discrete, private channel to his operations officer. A public address system provides paging service and, when desirable, radio transmissions can be monitored through the PA system.

All these services are provided through speakers which, except for the PA system, also serve as microphones. However, the system also contains a private, internal telephone system.

Master control for the system is in the radio room, with other stations in the offices of mission coordinator and the operations officer. Communications may be initiated at any one of the three locations.

With the new communications center, a fleet of 11 airplanes and upwards of 50 people available for search and rescue work, the Daytona Beach Sq. has an operating capability unmatched in the Florida Wing.

PEOPLE... in The News

Middle East Region

West Richmond Cadet Sq. (Virginia Wing) once again made its annual trip to the Smithsonian Institution. Also included in the trip was a visit to the restoration museum at Silver Hill, Md. The Carroll Comp. Sq. (Maryland Wing) conducted a weekend SARCAP recently to test the ability of the squadron to handle multiple missions at the same time and to provide additional training to their personnel. Members of the Frederick Comp. Sq., Howard Comp. Sq., Reisterstown Comp. Sq. and Prince Georges Comp. Sq. assisted in the exercise.

When the Canadian cadets visited South Carolina recently, they were given a tour of the Governor's Mansion, the Riverbanks Park Zoo and appeared on WIS-TV's Carolina Today program. Three members of the Raleigh Comp. Sq. recently won awards at the North Carolina Summer Cadet Encampment. Cadet Barry Gladstone was chosen the Outstanding Cadet Officer. First Lts. Mark Edwards and Lynne Edwards were awarded the two Outstanding Senior Member Awards.

Seventy-eight North Carolina cadets recently attended their annual summer encampment which was held at the Cherry Point Marine Corps Air Station. Capt. Gary Horenkamp of the Goldsboro Comp. Sq. was the commander. Three Hickory Airport-based organizations have been recognized for their assistance and cooperation during a statewide training exercise. Certificates of Appreciation from the North Carolina Wing commander, Col. Eugene E. Harwell, were presented to Cannon Aviation and the two Federal Aviation Administration units at the airport.

Col. Louisa S. Morse, commander of the Middle East Region, is one of 10 alumnae from Miss Porter's School in Farmington, Conn. to be saluted in the Spring '77 school bulletin. The honored alumnae were women "who were graduated before 1935 and whose achievements at home, in volunteer work, in careers, have been outstanding." ... Recently the South Carolina Wing held its Annual Model Rocket Contest. Cadets and senior members came from all over the state to participate. At the day's end, Cadet Dan Driver was declared the over-all winner. Cadets Frank Holly and Avery Jones claimed second and third place honors, respectively.

Cadets Dean McGallaird and Chris Scheppegrell of the 111th ARRS Sq. (North Carolina Wing) recently completed the Air Force Academy Survival Course. Training was done through the survival, evacuation, resistance and escape instructors.

Northeast Region

Members of Massachusetts Wing's Thunderbolt Sq., Shrewsbury Sq., Tri-County Sq. and Worcester Sq. have completed a one-day training exercise on Mt. Wachusett. This exercise was designed to prepare the cadets for ground operations in rough terrain. Air Force Reserve Capt. Lewin E. Nyman, supervised the training. Members of the Southmoreland Comp. Sq., (Pennsylvania Wing) conducted a program on Civil Air Patrol at their local junior high school recently. Various equipment used was demonstrated and talks were given concerning summer activities, encampments, uniform, etc.

Cadets and senior members of Bristol Comp. Sq. (Connecticut Wing) recently spent their Labor Day holiday answering phones and taking pledges for the Jerry Lewis Muscular Dystrophy Telethon.

Southeast Region

Ocean Springs/Keesler Comp. Sq. (Mississippi Wing) recently hosted three French cadets and their escort during their visit to the Gulf coast. While there, they were given a boat ride to Ship Island and Fort Massachusetts. Members of the Albertville Comp. Sq. (Alabama Wing) recently participated in a dedication parade as an honor guard unit. Those participating were Cadets William Henry, K. D. Dorsett, Mitchell Bailey and Annette Henry.

Ocean Springs/Keesler Comp. Sq., along with Pascagoula and Gulfport Sqs. (Mississippi Wing) took part in a Type B encampment consisting of three weekends of different activities. Cadets from the Tallahassee Comp. Sq. (Florida Wing) recently "joined" the Navy at Pensacola Naval Air Station. Sixteen cadets and senior members led by 1st Lt. Scott O. Boyd were guests of the Navy for a busy weekend of activities. Cadet Joel K. Edmondson of Jackson Cadet Sq. (Mississippi Wing) recently attended the Southeast Region Cadet Staff College at Samford University, Birmingham, Ala.

Cadet Roland T. Dickson of the Jackson Cadet Sq. (Mississippi Wing) has joined the U.S. Navy. Prior to joining he was cadet commander of his squadron. Fourteen cadets and two seniors from the Aibonito High School Cadet Sq. (Puerto Rico Wing) were awarded certificates recently upon their graduation from a Civil Defense radiological monitoring course.

Great Lakes Region

Capt. Bryan F. Seifert, commander of Parma Cadet Sq. (Ohio Wing) wears two

uniforms and two ranks. One uniform is Air Force blue with CAP insignia and captain's bars and the other is Army green with sergeant's stripes. Cadet Michael Uveges of the Bowling Green-Warren County Comp. Sq. (Kentucky Wing) recently received his novice class amateur radio license and made his first contact on the amateur bands. In recognition of his accomplishment, Cadet Uveges received the American Radio Relay League First Contact Club Certificate of Merit.

Marion Comp. Sq. (Indiana Wing) hosted the first annual cadet SAR exercise in the Great Lakes Region recently. Indiana Wing senior staff section heads advised the cadets in various sections throughout the day. Air Force personnel were present to critique the over-all mission. Cadets from Oscoda, Bay City and Saginaw Squadrons (Michigan Wing) took first place for marching units in Oscoda's Paul Bunyan Festival Parade recently. A plaque was presented to the cadets after the parade.

Cadets and senior members of Firelands Cadet Sq. (Ohio Wing) recently spent the day as guests of the 200th Civil Engineering Sq. (HR), stationed at Camp Perry, and received a certificate as honorary Air National Guardsmen for a day. Members of Sterling Cadet Sq. (Michigan Wing) were visited by their Congressman James Blanchard recently. Rep. Blanchard presented a flag to the squadron which had flown over the U.S. Capitol. Squadron commander, Capt. Robert A. Wills, accepted the flag. Group VIII of the Wisconsin Wing held its first "Rescue and Survival School" recently. The encampment was held at the Wyalusing State Park. More than 40 cadets and 22 seniors were in attendance.

North Central Region

During a recent week-long encampment, two cadet members of the Siouxland Comp. Sq. (Iowa Wing) took two of the top honors of four that were awarded. Cadet Scott Nelson was named Outstanding Cadet and Cadet Kevan Oleson received a plaque for the best first-year cadet.

Southwest Region

Capt. Don Ratliff, commander of Ardmore Comp. Sq., recently appeared on the KXII-TV production "Today in Texoma," a public affairs program, explaining the different functions of the Civil Air Patrol. The use of narcotics by teenagers was discussed at a regular meeting of the Randolph AFB Comp. Sq. (Texas Wing) with two experienced members of the narcotics squadron of the San Antonio Police Department. The Calvert High

School Comp. Sq. (Texas Wing) is participating in aluminum can collection and recycling. The group hopes to be able to purchase a radio which will be used for communications.

Rocky Mtn. Region

The Mile-Hi Cadet Sq. (Colorado Wing) hosted an On-the-Job Training Program for over 40 teenagers from four units at Buckley ANG Base recently. The cadets worked in 11 different areas on the base learning about their operations and functions on and to the base itself. The Mt. Olympus Cadet Sq. (Utah Wing) recently won the second Utah Wing Cadet Drill competition held recently. The team was commanded by Cadet Caroline Blessing. Cadet Gregg M. Beary, a member of the North Valley Comp. Sq. (Colorado Wing) was named honor cadet at the wing's Type B Encampment recently. Beary served as the encampment's cadet deputy commander.

The U.S. Air Force credited the Billings Comp. Sq. (Montana Wing) with a "find" recently in its search for the source of an aircraft emergency transmitter. Second Lt. Jim Anderson and 1st Lt. Rich Xifo found the source of the signal after four hours of air search. The Twin Falls Cadet Sq. (Idaho Wing) recently took part in Airport Day held at Joslin Field. Cadets were in charge of parking, traffic control and flight line security. Highlight of the day was a fly-over by the replica of the Spirit of St. Louis.

Pacific Region

Cadets Richard Moneymaker and Robert Powell of the Tukwila Comp. Sq. (Washington Wing) are keeping their private pilot licenses very current by flying two cross-country's this summer. Members of the Reno Senior Sq. (Nevada Wing) recently flew two sorties a day to watch for signals of distress during a recent Girl Scout back-pack.

Members of the Tukwila Comp. Sq. (Washington Wing) went on a guided tour of the Federal Aviation Administration Flight Center recently. They were shown through the facility by James Parcell and Edward Haeseker, both air controllers. The cadets were given demonstrations in the use of the new computer radar system along with the old manual and relay radar.

150th Air Rescue Sq. (California Wing) has manned a booth at the annual Long Beach Airport Day. Members gave basic orientation about CAP and its mission to approximately 10,000 persons. The Nevada Wing was awarded a rating of excellent after they completed the largest combined CD exercise in the history of the wing.

Teacher, Pilot, CAP Member—But She Wears Nun's Habit

By MELVINE E. FENOGLIO
Lieutenant Colonel, USAFR

MAXWELL AFB, Ala.—Full-time teacher, sometime pilot, Civil Air Patrol enthusiast. Mix them together with a nun's habit.

And it all adds up to an unusual person, Sister Anna-Maria Coverdell, a participant in the just-completed Aerospace Education Leadership Development Course held here at facilities of Air University.

Following completion of the course, Sister Anna-Maria returned to her home with the Sisters of Mercy in Omaha, Neb., where she will use the knowledge gained here in her chemistry teaching assignment at Mercy High School.

It will also give a boost to her assignment as instructor in Radiological Defense, as well as assisting in search and rescue

operations with her local Civil Air Patrol unit. She holds the rank of major in CAP.

Although others might look askance at a nun working with CAP, she sees nothing unusual in it.

"As a Sister of Mercy, I have dedicated my life to service of God's people wherever they are," she explains. "CAP in its search and rescue mission helps those in need, and that's my calling. So I see nothing conflicting in my duties as a nun and my efforts in CAP."

Sister Anna-Maria has spent 30 years in the classroom. She estimates that, during that time, she has taught more than 5,000 students. During extra time, she instructed another 1,000 persons in classes in radiological defense. These classes are sprinkled with housewives, adult and cadet CAP members, school teachers, shop stewards, and

even a unit of the Coast Guard which patrols the Missouri River.

Although she has taught at the elementary level, her first love in teaching is her position as high school chemistry teacher where she instructs students at the junior and senior level—a position for which she is eminently qualified.

A member of the American Chemical Society, Sister Anna-Maria is also a member of that body's select committee which prepares the test annually administered to some 85 per cent of the country's high school chemistry students.

In 1975, some 40 members of the test committee selected her as chairman of the group. She is currently serving as chairman of the Omaha section of the American Chemical Society.

A love of flying led her to earn her private pilot license at the

age of 54. "I had always wanted to fly, but thought the expense involved would prevent my learning," she explained.

"But I was working with a group of cadets, and two female cadets in the group wanted to attend a solo flying encampment. The sponsors asked me to go as an escort. When I told them I couldn't, they bargained with me, saying they would teach me to fly if I would accompany the girls."

She went along and got her license, too.

What was one of the most unusual experiences in her teaching career? It was in being escorted by former President Harry Truman through the Truman Library before it opened to the public.

It happened this way. She was a teacher from 1955 to 1959 in St. Mary's High School in Independence, Mo. Attending

that school were John and Mary Truman, great-nephew and niece of President Truman. In 1958, just before the library was dedicated, the salty former President offered to personally conduct John and Mary's classmates through the library.

"He was a great person," Sister Anna-Maria said of President Truman, and added, "I thought this was one of the kindest acts he could have done."

As to her future plans, Sister Anna-Maria will continue with her teaching assignment. She also plans to continue her work in CAP. "I couldn't quit CAP," she declared.

"Because of its emphasis on man's concern for his fellow human beings, it has provided me with one of the most rewarding experiences of my lifetime."

DON'T FORGET

ATLANTA, Ga.— For those who are expecting to attend the National Board meeting here this month, we are reproducing on this page a map of the downtown Atlanta area.

Please note that the name of Cain Street, on which the Marriott Motor Hotel is located, has recently been changed to International Boulevard and street signs have been changed in recent days to reflect this change.

Those driving to Atlanta will

Florida Pilot Completes Own Verieze Plane

MERRITT ISLAND, Fla.— Capt. John Murphy, a member of the Central Brevard Comp. Sq., has completed construction and testing of his Verieze airplane.

He spent about six months and \$6,000 to complete the Verieze from plans drawn by Bert Rutan, a California designer.

"It's a great plane to fly," Murphy said. "It cruises at 200 miles per hour and has a range of 800 miles. The best part is, it gets 38 miles per gallon which is more than double that of most single-engine planes."

The aircraft weighs 630 pounds, has a wingspan of 22 feet, and is 12 feet long. It has a 90 horsepower engine and a fuel capacity of 26 gallons. It requires a takeoff strip length of 2,000 feet and landing strip of 1,500 feet.

Except for the engine and mounts, it is made almost entirely from fiberglass and styrofoam. The pusher engine, with rear-mounted propeller, provides the illusion that the plane is flying backwards. Murphy has also incorporated vertical fins on each wingtip which increases the efficiency about 8 percent and reduces drag.

Capt. Murphy and his son flew the new aircraft to Oshkosh, Wisc., for the air show there in July.

exit the Interstate at the International Boulevard (instead of Cain Street) exit if coming from the south. If driving from the north, you should exit at

Courtland Street.

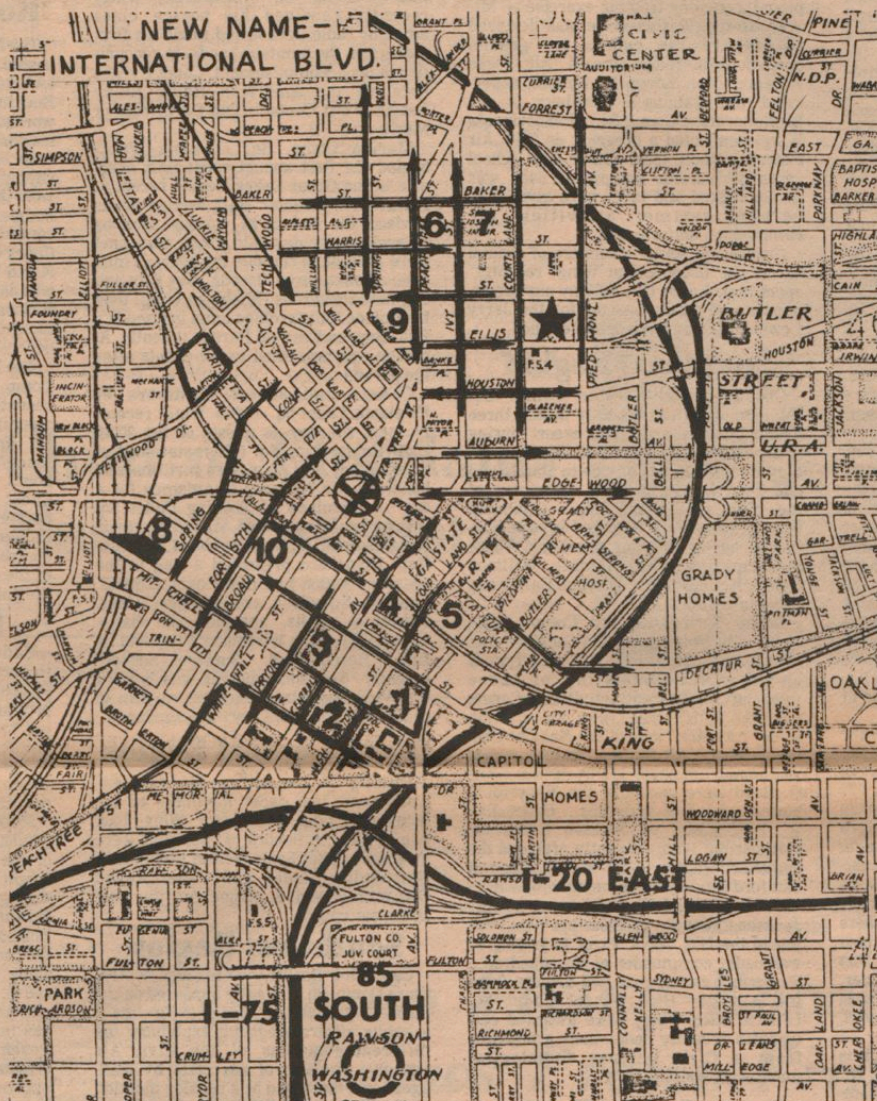
The key to the map is as follows: Star (upper center of map)—Marriott Motor Hotel (headquarters for the National

Board meeting); Star in a circle (center of map)—Five Points, center of inner city (NOTE: Rapid transit construction just south of Five Points has caused

ATLANTA, GA.
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re-routing of traffic in this area.): 1. Capitol Hill; 2. City Hall Square; 3. Fulton County Courthouse; 4. Underground Atlanta; 5. Georgia State University; 6. Hyatt Regency Hotel; 7. St. Joseph's Infirmary; 8. Russell Federal Building; 9. Davison's Department Store; 10. Rich's Department Store.

Grant Park and the Cyclorama are just at the lower right-hand corner of the map. Martin Luther King's grave is located at the right-hand edge of the map.



Western Staff College Held In California

IRVINE, Calif.— Civil Air Patrol's Western Staff College was held in late June and early July here at the University of California-Irvine (UCI).

It followed on the heels of the Pacific Region Squadron Officers School, also held here.

Forty-five CAP members from the Pacific and Rocky Mountain Regions attended the staff college as students.

Subjects covered included Communications Skills; Effective Listening Training; Management and Leadership; Community Resources Training; Personal Health and Coping Training; Ceremonies and Social Events; and Orientations, Summary and Critique.

Col. (Ret.) William E. Lewis, USAFR, who is also a CAP member, served as commandant of the college. Speakers included Col. Howard Brookfield, Pacific Region commander; Dr. Mort Gherman; Rear Adm. (Ret.) Richard Lyon, USNR; Dr. Richard Ovington from National Headquarters at Maxwell AFB, Ala.; William T. Scherer, Fluor Corp; Dr. William T. Richardson, Northrop Corp; Col. Howard Hull, USAFR; personnel from UCI; and a number of others.

North Dakota Unit Arranges Own Type B Encampment

By CADET DEBORAH K. HINTON
Squadron Information Officer

FARGO, N.D.— Fargo-Moorehead Cadet Sq. (North Dakota Wing) held its own Type B encampment in June at Bad Medicine Lake, Minn. Maj. David L. Ortner, squadron commander, began planning the encampment when the North Dakota Wing said that it could not afford to hold one.

A new experience for the squadron, the camp was held quite successfully at Vernonen's Resort on Bad Medicine Lake. Twelve cadets from the Fargo-Moorehead Sq. attended.

Maj. Ortner rented a cabin for the headquarters, kitchen and his own quarters. The cadets did all the menu planning and cooking. They lived in four and five-man tents in a section of the campgrounds.

Some of the leadership lab section of the camp was incorporated in work projects arranged between Maj. Ortner and Bill

Veronen, owner of the resort. The work projects consisted of improvements at the resort.

Ray Stordahl, president of a Fargo, N.D., firm, had work for the cadets, also. In exchange for their digging trenches for a watering system on his lake lot, Stordahl let the cadets use his sailboat and his power boat for water skiing.

The cadets also had use of the

resort's boats and canoes, as well as the squadron's own power boat. Skiing was a favorite pastime since there were two boats to pull skiers.

As part of the encampment training, the cadets were taught how to use a compass by Itasca State Park, Minn., Ranger Gene Wroe. More than just a classroom instruction, the course included a 12-mile hike

through the densely wooded and marshy areas of the state park.

The cadets were sent out in pairs at five-minute intervals with a map, compass and, carrying on their backs, supplies for two days. They were to find a pre-selected campsite five miles away. Because of a steady downpour, the going was rough. However, they found the site and made camp in about two hours and a half.

To test the cadets' compass reading ability, Ranger Wroe set up a course the next day with markers which the cadets were to find. They were given compass readings and the number of steps to take between turns. Although some cadets miscalculated on some directions, the compass-reading hikers usually came close to, if not right on, the markers.

When the test was finished, the cadets packed up, took out their compasses once again, and began the long hike back to the lake.

At the end of the week, everyone loaded up and headed

Illinois Unit Members Spend Busy Weekend

LOCKPORT, Ill.— A two-day air show here at Lewis Lockport Airport meant a busy weekend for senior and cadet members of Illinois Wing Groups 8 and 16.

Senior members provided supervision while cadets assisted the organizers of the air show, the Chicago Area Sports Aviation, with ground communications, guarding aircraft on display, flightline duty, crowd

control and also in manning a CAP recruiting booth.

Approximately 50 cadets and 12 seniors from the two groups participated in the event.

The Chicago Area Sports Aviation, a local chapter of the Experimental Aircraft Association, had high praise for the job the cadets did. This airport is approximately 25 miles southwest of Chicago.

Giving
blood
is easy.



Red Cross. The Good Neighbor.